

APPENDIX A. Pre-Application Engagement



Technical Note

Project No: ITB16357
Project Title: Land South of A259, Angmering
Title: Transport Assessment Scoping Note
Ref: ITB16357-001
Date: 17 December 2020

SECTION 1 INTRODUCTION

1.1 Introduction

- 1.1.1 Redrow Homes has appointed i-Transport to provide highways and transport advice in relation to a full planning application for a proposed residential development of circa 76 dwellings with associated car parking and landscaping, on land south of the A259 in Angmering.
- 1.1.2 The site is located on the eastern edge of Angmering village, immediately adjacent to the existing settlement boundary. The site is bounded to the north by the A259 Littlehampton Road, to the east by Artists in Stone commercial premises, to the south by the West Coastway Railway Line and the west by the B2140 Old Worthing Road and residential development.
- 1.1.3 The location of the site is shown on **Figure 1**, an extract of which is provided as **Image 1.1**.

Image 1.1: Site Location



Source: i-Transport

1.1.4 The purpose of this Transport Assessment (TA) Scoping Note is twofold:

- ♦ To agree the scope and parameters for a Transport Assessment of the development proposal with the local highway authority (West Sussex County Council – WSCC); and
- ♦ To seek to agreement in principle that the development is deliverable in transport terms, particularly with regard to the proposed access arrangements.

1.1.5 There are three key transport tests identified in paragraphs 108 and 109 of the National Planning Policy Framework (NPPF) and these are summarised as follows:

- ♦ **Accessibility** – will the opportunities for sustainable transport modes be appropriately taken up?
- ♦ **Site access** – will safe and suitable access to the site be achieved for all users?
- ♦ **Traffic impacts** – will the residual traffic impact of the proposal be acceptable (i.e. less than 'severe')?

1.1.6 The Transport Assessment (TA) will respond in detail to each of these tests. This scoping note provides an initial summary of the parameters and proposed methodology to be utilised in the TA to address these tests.

1.2 Background

1.2.1 The site has previously been brought forward for development as a car showroom. At the time of the planning application the highway and transport matters were addressed with development control officers at WSCC satisfactorily, culminating with a 'no objection' to the proposed development.

1.2.2 As part of the planning application, the proposed site access arrangement comprised of a Left In / Left Out type arrangement onto the A259 Littlehampton Road and retention of the existing access from the roundabout as an 'Entry Only' was acceptable. A Stage 1 RSA was undertaken of the proposed access arrangement and all matters addressed in accordance with the Auditor recommendations.

SECTION 2 TRAFFIC IMPACT

2.1 Potential Development – Trip Generation

2.1.1 The potential traffic generation for the development proposal of circa 76 dwellings has been forecast using surveys of similarly located sites of ‘houses privately owned’ contained in the latest version of the TRICS database. Private housing trip rates are robust as they make no allowance for the lower peak hour traffic generation of any flats and affordable homes.

2.1.2 The trip rates have been obtained using the following search parameters:

- ♦ England (excluding Greater London);
- ♦ Privately owned houses;
- ♦ Surveys in suburban and edge of town locations; and
- ♦ Sites with between 40 – 80 houses.

2.1.3 The full TRICS outputs is attached as **Appendix A**. We propose to use the resultant trip rates (as attached) for the residential element of the site. Confirmation is sought from WSCC that the trip rates are acceptable and represent an agreed basis upon which to progress a Transport Assessment.

2.2 Trip Distribution

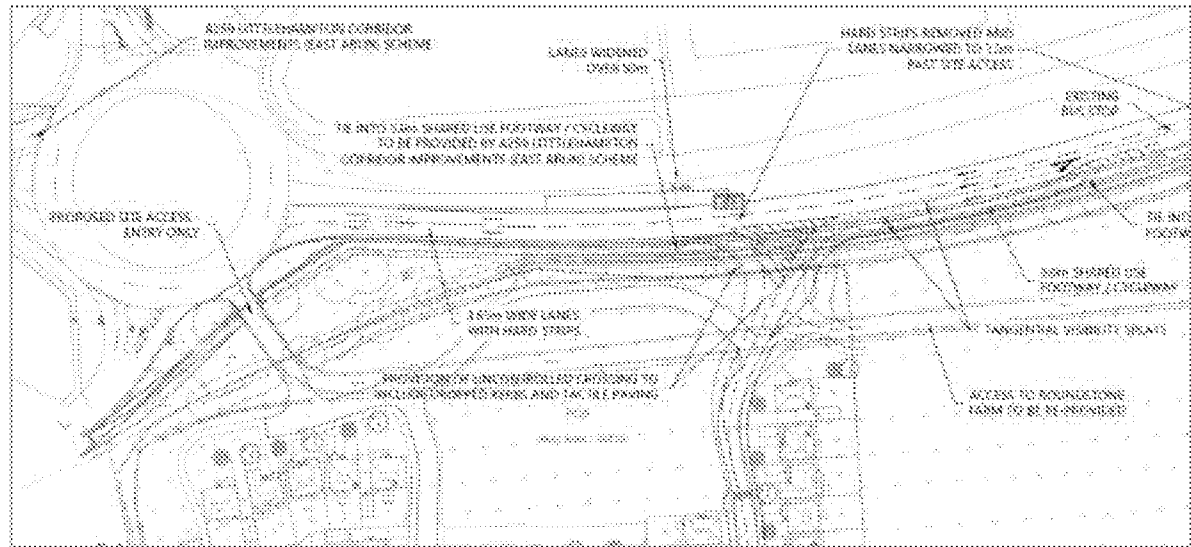
2.2.1 It is proposed to distribute traffic from the site using separate methodologies for commuting / business trips and other trip purposes. In this instance it is proposed to use the following methodologies:

- ♦ For commuting and business trips, the 2011 National Census Journey to Work statistics (for car drivers) for the relevant Super Output Area will be used. This dataset will identify existing resident’s employment locations and so existing commuting patterns; and
- ♦ For other journey purpose trips, a P/T^2 gravity model will be undertaken using the population of key urban areas (from the 2011 Census) within a 30-minute drive time of the site (estimated from Google Maps Directions facility).

SECTION 3 ACCESS

- 3.1.1 The site is currently accessed via a field gate onto the B2140 Old Worthing Road roundabout junction with the A259 Littlehampton Road. This access links within the site to the existing left in / left out access from the A259 Littlehampton Road serving the Artists In Stone commercial premises.
- 3.1.2 It is proposed to utilise a similar access arrangement to that agreed as part of previous planning application on the site, which were deemed acceptable by the local highway authority. The arrangement comprised:
- ♦ A new Left In / Left Out type arrangement onto the A259 Littlehampton Road approximately 130m west of the roundabout.
 - ♦ Retain the existing access from the roundabout as an 'Entry Only' to the site.
- 3.1.3 Access to the Artists in Stone commercial premises will be retained as per existing, and access rights exist for the landowner of the agricultural fields to the east of the development site to access the land from the roundabout; this movement will be accommodated within the internal layout of the site.
- 3.1.4 The Left In / Left Out site access is located within a 50mph limit and as such, the site access has been designed in accordance with design guidance laid out in the Design Manual for Roads and Bridges (DMRB).
- 3.1.5 Consideration has also been given to the committed improvement scheme identified by West Sussex County Council for this section of the A259 corridor to ensure compatibility. The proposed site access junction arrangement is shown on **Drawing ITB16357-GA-003**, an extract of which is shown at **Image 3.1** below.

Image 3.1: Proposed Site Access Arrangement



Source: Drawing ITB16357-GA-003

- 3.1.6 An updated Stage 1 Road Safety Audit (RSA) will be undertaken of the proposed site access arrangement and submitted alongside the Transport Assessment.
- 3.1.7 Confirmation is sought from WSCC that, subject to the outcome of the RSA, WSCC have no objection in-principle to the proposed site access arrangements.

SECTION 4 STRUCTURE OF THE TRANSPORT ASSESSMENT

4.1 It is proposed to structure the TA as follows:

- Section 1: Introduction
- Section 2: Policy Overview:
 - National;
 - Local.
- Section 3: Existing Conditions:
 - Walking;
 - Cycling;
 - Public transport;
 - Local highway network;
 - Personal injury accident data for the most recently available five-year period.
- Section 4: Development Proposal:
 - Scheme description;
 - Access strategy;
 - Street hierarchy.
- Section 5: Accessibility:
 - The reasons for making a journey;
 - Walking and cycling catchments;
 - Overview of local facilities and services;
 - Opportunities for non-car travel further afield.
- Section 6: Impact Assessment:
 - Trip generation;
 - Trip distribution;
 - Traffic impact;
 - Committed development.
- Section 7: Sustainable Transport Strategy;
- Section 8: Summary and Conclusions.

DRAWINGS

APPENDIX A. TRICS OUTPUT

Calculation Reference: AUDIT-236601-201216-1251

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 40 to 79 (units:)
 Range Selected by User: 40 to 80 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	9

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

Selected Location Sub Categories:

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

Secondary Filtering selection:

Use Class:

C3

16 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	8 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 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	1 days
1.1 to 1.5	15 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	8 days
No	8 days

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

PTAL Rating:

No PTAL Present	16 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
2	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
3	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
4	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
5	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
6	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
7	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYPHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
8	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD		
	NORTH WALSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
10	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone Total No of Dwellings: 71 Survey date: THURSDAY 23/01/14		Survey Type: MANUAL
11	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 Survey date: THURSDAY 09/05/19		Survey Type: MANUAL
12	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL		
	Edge of Town Residential Zone Total No of Dwellings: 54 Survey date: THURSDAY 24/10/13		Survey Type: MANUAL
13	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 Survey date: WEDNESDAY 18/09/13		Survey Type: MANUAL
14	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH		
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19		Survey Type: MANUAL
15	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 48 Survey date: WEDNESDAY 18/04/12		Survey Type: MANUAL
16	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK		
	Edge of Town Residential Zone Total No of Dwellings: 79 Survey date: WEDNESDAY 07/11/18		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
NY-03-A-09	mixed housing

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

TOTAL 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	16	57	0.077	16	57	0.350	16	57	0.427
08:00 - 09:00	16	57	0.118	16	57	0.367	16	57	0.485
09:00 - 10:00	16	57	0.155	16	57	0.186	16	57	0.341
10:00 - 11:00	16	57	0.128	16	57	0.173	16	57	0.301
11:00 - 12:00	16	57	0.154	16	57	0.176	16	57	0.330
12:00 - 13:00	16	57	0.166	16	57	0.156	16	57	0.322
13:00 - 14:00	16	57	0.167	16	57	0.163	16	57	0.330
14:00 - 15:00	16	57	0.159	16	57	0.187	16	57	0.346
15:00 - 16:00	16	57	0.281	16	57	0.180	16	57	0.461
16:00 - 17:00	16	57	0.307	16	57	0.161	16	57	0.468
17:00 - 18:00	16	57	0.350	16	57	0.166	16	57	0.516
18:00 - 19:00	16	57	0.283	16	57	0.154	16	57	0.437
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.345			2.419			4.764

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

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

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Parameter summary

Trip rate parameter range selected:	40 - 79 (units:)
Survey date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	1

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.

Dominic Smith

From: Stephen Gee <Stephen.Gee@westsussex.gov.uk>
Sent: 14 January 2021 11:24
To: Dominic Smith
Subject: Pre 147 20 Development of circa 76 dwellings at Land south of A259 Angmering.

Dom,
Please find your Pre Application Free Written Advice.
Regards

Stephen

Pre-147-20
Development of circa 76 dwellings at Land south of A259 Angmering.

Access

It is proposed to provide an exit only on the A259 J11 and a LILLO on the A259 westbound carriageway. There were proposals for a dedicated left turn lane between A259 Westbound and Old Worthing Road which did not make it into the phase 1 A259 improvement works. The inclusion of the LILLO in the position proposed would prevent such an improvement taking place at any point in the future, as the LILLO access would be too close to the diverge point for the slip lane. If possible, it would be prudent to ensure that future development does not prejudice this improvement coming.

Measures to restrict the entry only to the site from the roundabout maybe required.

A Design Audit and stage 1 RSA and GG119 Appendix F compliant designers' response should support any application.

Pedestrian and Cycle infrastructure

The phase of the A259 Improvement scheme that is currently under construction no longer includes the widening the cycleway on the southern side of the A259 east of the A280 roundabout. This would be expected to be delivered as part of any future application.

Bus stop

When considering the close proximity of the bus stop, and whether it can be relocated please note that the A259 scheme is providing a new westbound bus stop in a layby opposite Haskins. A Departure from standard would be required for the bus stop in close proximity to the site access.

Signs

Please note the presence of a map type ADS sign adjacent to the slip lane, about 20m west of the start of the taper

Loss of hard strip and lane narrowing

The hard strips are required to: ensure that surface water accumulations are clear of the wheel track and support the edge of carriageway. Full lane widths including hard strips may also be required to enable the council to undertake road maintenance activities whilst retaining safe working widths to operatives without the need for road closures.

The loss of hard strips and proposed reduced lane widths are departures from standard, which will require approval prior to their incorporation in a design. In addition to the relevant section of the DMRB relating safe maintenance (GD 304) needs to be given adequate consideration.

Pedestrian and Cycle infrastructure

Consideration should be made to giving enhanced pedestrian and cycle access to the adjacent facilities at the western end of the site nearer the roundabout.

There is a PROW crossing point of the A259 in the vicinity of the LILLO which has not been given adequate consideration in the design.

Development Impact

- Trip Generation song TRICS agreed.
- Trip Distribution approach agreed.

- Scope of modelling will depend on distribution and assignment but likely to be limited to site access, A259 J11 and an assessment proposal also needs to be considered in the context of the queuing back from the level crossing.

From: ENV Preappadvice <ENVPreappadvice@westsussex.gov.uk>

Sent: 18 December 2020 16:54

To: ENV Preappadvice <ENVPreappadvice@westsussex.gov.uk>

Subject: Pre-planning advice request

If replying directly to this email please remember to double check the email address you are replying to.

Field	Entry
First name	Dominic
Last name	Smith
Email address	[REDACTED]
Phone number	[REDACTED]
Business name	i-Transport LLP
House name or number	Grove House, Lutyens Close
Town or city	Basingstoke
Postcode	RG24 8AG
Grid reference	508056 , 103163
House name or number	Land South of A259
Address line 1	Littlehampton Road
Town or city	Angmering
Postcode	BN12 6FD
Type of advice	Free written response to an initial enquiry – suitable for straightforward small or medium sized developments

Description of the proposal	Development of circa 76 residential units
Location plan and drawings of site	https://www-admin.westsussex.gov.uk/media/forms/upload/form_f618ac5e-5c78-416f-8a0b-1186c6c3ec92/a2f7a2d4-ec95-4b2b-987a-cca3cadce9e6/figure_1_-_site_location_plan.pdf Important: This link will only work for 100 days before this file is automatically deleted. If you need to keep the file for longer than this you will need to download and save it to your team's central file storage location.
Scoping document	https://www-admin.westsussex.gov.uk/media/forms/upload/form_f618ac5e-5c78-416f-8a0b-1186c6c3ec92/85874012-4869-4490-abb0-f8e9e67c1c77/itb16357-001a tn transport assessment scoping note_issue_.pdf Important: This link will only work for 100 days before this file is automatically deleted. If you need to keep the file for longer than this you will need to download and save it to your team's central file storage location.
Local planning authority	Arun
Tick to confirm you agree to the above declaration.	True

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APPENDIX B. PIA

A259 – Angmering – I-Transport

Collision report 01/04/2016 – 31/03/2021

Date produced
21 April 2021

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

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

Safer Roads
Safer Communities
Sharing the Responsibility

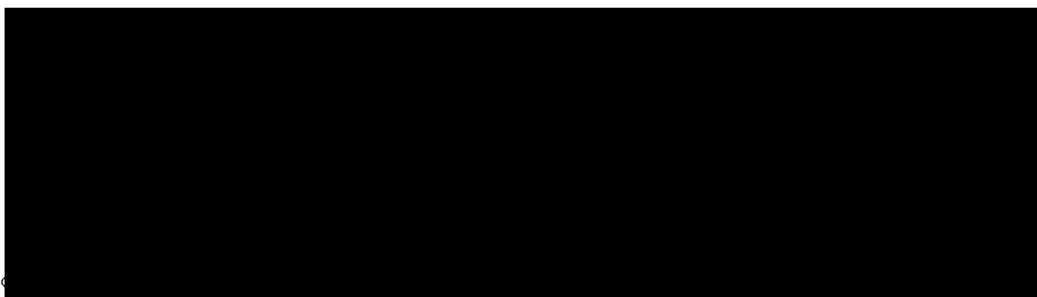
Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

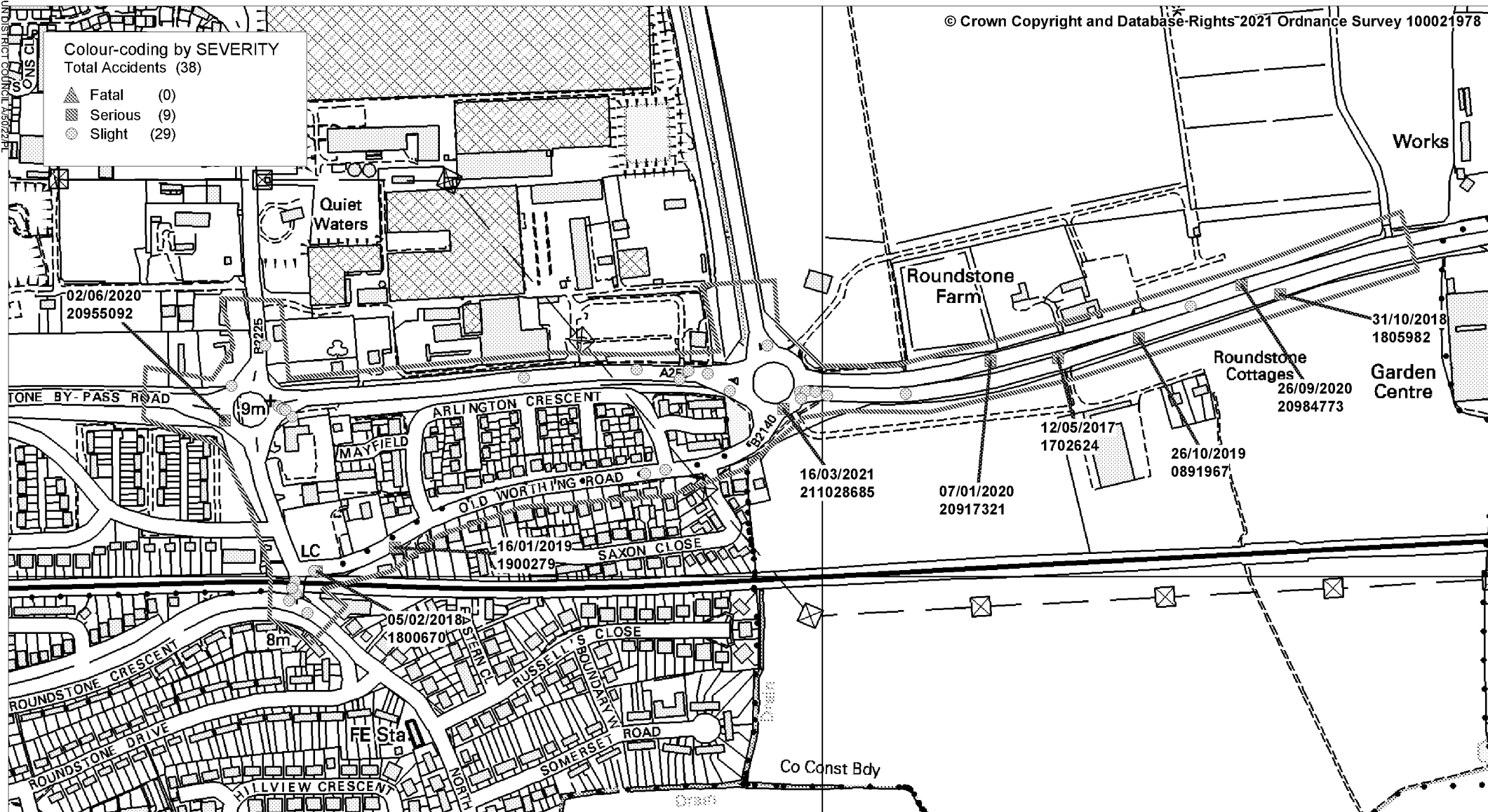
Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change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

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

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

For further information:





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Sussex Safer Roads
PARTNERSHIP

A259, Angmering
Collision Dates 01/04/2016 - 31/03/2021
i-Transport

SCALE

1 : 5500

DATE

21/04/2021

DRAWING No.

DRAWN BY

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1602469 Friday A259 LITTLEHAMPTON ROAD Veh 1 Car Reversing E to W RSP M 35 Slight
29/04/2016 ANGMERING AT JUNCTION OF B2225 Veh 1 Car Reversing E to W RSP F 33 Slight
R1: A 259 0055hrs ROUNDSTONE LANE OUTSIDE ON Veh 2 Car Parked 0 to 0
R2: B 2225 Darkness: street lights present b
E 507,386 Dry
N 103,198 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

V1 AND V2 WERE FACING EAST BOUND ON MAIN ROAD V1 WAS PARKED IN FRONT OF V2, THERE WAS ANOTHER VEHICLE PARKED IN FRONT OF V1. V1 REVERSED TO GET OUT OF THE PARKING SPACE, WHILST V1 WAS REVERSING IT REVERSED INTO THE FRONT OF V2. CAUSING NO DAMAGE TO EITHER VEHICLES, TRAVELLING AT VERY LOW SPEED.

1602823 Wednesday A259 ANGMERING AT JUNCTION OF Veh 1 Car Going ahead E to W
11/05/2016 A259 LITTLEHAMPTON ROAD Veh 2 Car Going ahead E to W Dri F 30 Slight
R1: A 259 0850hrs
R2: A 259 Daylight:street lights present
E 507,904 Wet/Damp
N 103,193 Raining without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Possible

VEH 2 DRIVING WEST ENTERED ROUNDABOUT ON INSIDE LANE. VEH 1 TRAVELLING WEST ENTERED ROUNDABOUT IN OUTSIDE LANE. BOTH VEHICLES DROVE STRAIGHT ACROSS ROUNDABOUT FROM A DUAL CARRIAGEWAY AND ENTERED A SINGLE CARRIAGEWAY. VEH 1 AS THEY ENTERED WAS BEHIND VEH 2 AND APPEARED TO CUT ACROSS TRAFFIC. TRAFFIC SLOWED AND VEHICLE 1 STRUCK VEHICLE 2 TO THE REAR CAUSING DAMAGE TO BOTH VEHICLES AND INJURY TO DRIVER OF VEH 2.

1605246 Tuesday A259 ROUNDSTONE BY PASS Veh 1 Car Going ahead W to E
30/08/2016 ANGMERING 200M WEST OF A280 Veh 2 Pedal cycle Going ahead W to E Dri M 24 Slight
R1: A 259 0700hrs ANGMERING BY PASS
Daylight:street lights present
E 507,690 Dry
N 103,207 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Dazzling sun

Vehicle 1

Very Likely

VEHICLES 1 AND 2 BOTH TRAVELLING EAST TOWARDS THE A280 JUNCTION WHEN VEHICLE 1 COLLIDED WITH VEHICLE 2, KNOCKING SAME TO GROUND.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1605714 Monday A259 ANGMERING AT JUNCTION OF B2140 OLD WORTHING ROAD
 19/09/2016 1915hrs
 R1: A 259 1915hrs
 R2: B 2140 Daylight:street lights present
 E 508,005 Wet/Damp
 N 103,188 Raining without high winds
 50 mph

V2 WAS TRAVELLING IN A WESTERLY DIRECTION AND HAD SLOWED DOWN DUE TO TRAFFIC GIVING WAY ON ROUNDABOUT. V1 HAS COLLIDED WITH THE REAR OF V2, CAUSING DAMAGE. INITIALLY THE DRIVER OF V1 FAILED TO STOP BUT WAS THEN FOLLOWED AND EVENTUALLY PULLED OVER AND D
 DETAILS WERE EXCHANGED. DRIVER OF V2 BELIEVES THAT DRIVER WAS ON THEIR MOBILE PHONE AT THE TIME OF THE ACCIDENT.

1700179 Tuesday A259 ROUNDSTONE-BY-PASS
 10/01/2017 0850hrs ANGMERING AT JUNCTION OF B2140 OLD WORTHING ROAD
 R1: A 259 0850hrs
 R2: B 2140 Daylight:street lights present
 E 507,977 Dry
 N 103,192 Fine without high winds
 50 mph

V01 AND V02 TRAVELLING WESTWARDS ON ROUNDABOUT. V02 HAD STOPPED AS TRAFFIC AHEAD WAS WAITING TO ALLOW TRAFFIC TRAVELLING SOUTHWARDS TO EXIT ROUNDABOUT. V01 COLLIDED WITH V02, BOTH VEHICLES STOPPED AND EXCHANGED BASIC DETAILS, DRIVER OF V02 HAS INJURIES.

1701434 Tuesday A259 ROUNDSTONE BY-PASS
 14/03/2017 0830hrs ANGMERING AT JUNCTION OF U ROUNDSTONE LANE
 R1: A 259 0830hrs
 R2: U Daylight:street lights present
 E 507,435 Dry
 N 103,177 Fine without high winds
 30 mph

V2 TRAVELLING WEST IN RD STOPPED AT RBT TO ALLOW TRAFFIC ALREADY ON IT TO CLEAR, V1 RAN INTO REAR. V2 DROVE OFF TO FIND SOMEWHERE TO STOP, IN DOING SO LOST SIGHT OF V1. NO DETAILS EXCHANGED.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1702624 Friday A259 LITTLEHAMPTON ROAD Veh 1 M/C < 50 cc Starting E to W Dri M 51 Serious
12/05/2017 FERRING 273M EAST OF A280 Veh 2 Goods < 3.5t Wait go ahead held 0 to 0
R1: A 259 1810hrs
Daylight:street lights present
E 508,245 Dry
N 103,227 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

V1 PULLED AWAY AND WAS TRYING TO MANOEUVRE INTO LANE TWO AND CLIPPED V2 WHICH WAS STATIONARY. V1 LOST BALANCE AND FELL OFF MOPED CAUSING INJURY TO HIS RIGHT KNEE.

1701892 Wednesday U ROUNDSTONE LANE ANGMERING Veh 1 Car Going ahead N to S
05/04/2017 36M NORTH OF A259 ROUNDSTONE Veh 2 M/C < 125 cc Wait go ahead held N to S Dri M 29 Slight
R1: U 1645hrs
BY-PASS ROAD OUTSIDE KELSTON
Daylight:street lights present
E 507,421 Dry
N 103,240 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Aggressive driving

Vehicle 1

Very Likely

CAR PURSUED MOTORBIKE DUE TO DISPUTE. CAR HAS COLLIDED INTENTIONALLY WITH MOTORBIKE WHO IS STATIONARY. CAR DRIVER HAS GOT OUT SHOUTING AND MOTORBIKE DRIVER HAS RUN HOME IN FEAR. CAR DRIVER THEN STEALS MOTORBIKE KEYS AND FLEE'S SCENE ALSO.

1703560 Monday B2140 OLD WORTHING ROAD EAST Veh 1 Car Turning left N to SE
26/06/2017 PRESTON AT JUNCTION OF U NORTH Veh 2 Pedal cycle Going ahead W to E Dri M 10 Slight
R1: B 2140 1537hrs
LANE OUTSIDE JUNCTION RTC
Daylight:street lights present
E 507,453 Dry
N 102,982 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V1 CAR FACING SOUTH ON OLD WORTHING ROAD WAITING TO ENTER NORTH LANE. V2 CYCLIST TRAVELLING EAST PASSING JUNCTION TO OFFSIDE V1 PULLS OUT AND HITS CYCLIST AT MID JUNCTION CAUSING CYCLIST TO BE KNOCKED OFF.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1800578 Thursday B2140 OLD WORTHING ROAD EAST Veh 1 Car Starting N to S
25/01/2018 PRESTON AT JUNCTION OF U Veh 2 Pedal cycle Going ahead S to N Dri M 47 Slight
R1: B 2140 1915hrs ROUNDABOUT LANE OUTSIDE JUST
R2: U Darkness: street lights present a
E 507,452 Dry
N 102,995 Unknown
30 mph

VEHICLE TWO TRAVELLING NORTH IN WORTHING ROAD, WHEN LEVEL BARRIER GATES OPENED PULLED AWAY AND STARTED TO TRAVEL IN THIS ROAD, AS ROAD BEARS TO THE RIGHT, VEHICLE 1 TRAVELLING SOUTH IN NORTH LANE PULLED INTO THE OLD WORTHING ROAD AND COLLIDED WITH VEHICLE E 2 CAUSING MINOR INJURY AND DAMAGE TO VEHICLE.

1800670 Monday B2140 OLD WORTHING ROAD EAST Veh 1 Car Starting NE to SW Ped F 33 Serious
05/02/2018 PRESTON AT JUNCTION OF B2140
0940hrs OUTSIDE EAST PRESTON LEVEL
R1: B 2140 Daylight:street lights present
R2: B 2140 Dry
E 507,475 Fine without high winds
N 103,005 30 mph

VEHICLE 1 FROM STATIONARY POSITION IN THE ROAD SWERVED AROUND A VEHICLE AND STRUCK PEDESTRIAN WITH NEAR SIDE OF VEHICLE 1 SUSPECTED TO BE INTENTIONAL CAUSING PEDESTRIAN'S LEFT WRIST TO FRACTURE.

1801673 Tuesday B2140 OLD WORTHING ROAD EAST Veh 1 Car Turning right W to S Dri F 63 Slight
27/03/2018 PRESTON AT JUNCTION OF U Veh 2 Car Going ahead W to E
R1: B 2140 0810hrs ARLINGTON CRESCENT
R2: U Daylight:street lights present
E 507,816 Wet/Damp
N 103,107 Raining without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

2nd: Failed to judge other persons path or speed

Vehicle 2

Very Likely

V1 IS STATIONARY WANTING TO TURN RIGHT INTO LAY BY ON OPPOSING CARRIAGE. UNKNOWN IF INDICATOR WAS ON. V2 SAW V1 STATIONARY AND THOUGHT IT WAS PARKED. AS V2 PASSES V1, V1 TURNS RIGHT TOWARDS LAY BY.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1803227 Tuesday A259 ROUNDSTONE BY PASS Veh 1 Car Going ahead W to E
12/06/2018 ANGMERING 85M WEST OF A280 Veh 2 Car Going ahead W to E Dri F 46 Slight
R1: A 259 1035hrs
Daylight:street lights present
E 507,807 Dry
N 103,215 Fine without high winds
60 mph

VEHICLES 1 AND 2 TRAVELLING IN SLOW MOVING TRAFFIC. V1 RAN INTO THE BACK OF V2. BOTH PARTIES STOPPED AND EXCHANGED DETAILS. HOWEVER, D2 HAS SUFFERED PAIN TO THE BACK OF HER HEAD AND LEFT ARM/SHOULDER

1802714 Monday A259 ROUNDSTONE BY PASS Veh 1 Goods < 3.5t Going ahead E to W
14/05/2018 ANGMERING AT JUNCTION OF A259 Veh 2 Car Wait go ahead held E to W Dri M 18 Slight
R1: A 259 0750hrs
R2: A 259 Daylight:street lights present
E 507,449 Dry
N 103,166 Fine without high winds
30 mph

VEHICLE 2 TRAVELLING WEST ALONG A259 APPROACHED ROUNDABOUT, STOPPED AT GIVE WAY IN ORDER TO ALLOW VEHICLE ON ROUNDABOUT TO PASS, VEHICLE 1 TRAVELLING BEHIND DID NOT STOP AND SHUNTED VEHICLE 2 INTO ROUNDABOUT, DRIVER WAVED AND CONTINUED JOURNEY, NO DAMAGE CAUSED TO VEHICLE 2, DRIVERS WRIST HURT, MINOR SPRAIN INJURY.

1805772 Sunday A259 LITTLEHAMPTON ROAD Veh 1 Car Stopping W to E Dri F 19 Slight
14/10/2018 ANGMERING AT JUNCTION 15M Veh 2 Car Going ahead N to SW
R1: A 259 0745hrs
R2: B 2140 WEST OF B2140 OLD WORTHING
Daylight:street lights present
E 507,852 Wet/Damp
N 103,205 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Possible

2nd: Nervous/Uncertain/Panic

Vehicle 1

Possible

VEHICLE 1 TRAVELLING WEST TO EAST ON A259 APPROACHING ROUNDABOUT JUNCTION B2140/A259/A280. SAW ANOTHER VEHICLE GOING AROUND ROUNDABOUT AT SPEED CAUSING VEHICLE 1 TO BRAKE HEAVY, WHEELS LOCKED AND VEHICLE SPUN OFF ROAD, COLLIDING PARTLY WITH A LAMP POST B
UT NO FRESH DAMAGE CAN BE SEEN. VEHICLE 1 DRIVER RECEIVED MINOR LEG INJURY.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1805982 Wednesday A259 RUSTINGTON 582M EAST OF B2140 OLD WORTHING ROAD
R1: A 259 31/10/2018 0815hrs
 Daylight:street lights present
E 508,476 Dry
N 103,293 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

2nd: Poor turn or manoeuvre

Vehicle 1

Very Likely

VEHICLE 2 WAS BROKEN DOWN ON THE SIDE OF THE CARRIAGEWAY, PARTIALLY OBSTRUCTING THE LANE ONE OF A 60MPH ROAD. VEHICLE 1 WAS A CYCLIST WHO WAS TRAVELLING ON THE ROAD. AS THEY WERE LOOKING OVER THEIR SHOULDER WAITING FOR A VEHICLE TO ALLOW THEM OUT, THEY H

AVE MADE CONTACT TO THE STATIONARY VEHICLE AT APPROXIMATELY 15MPH. S170 RTA COMPLIED WITH AT SCENE.

1806006 Wednesday A259 ROUNDSTONE BY PASS ROAD
R1: A 259 31/10/2018 1450hrs
R2: B 2140 ANGMERING AT JUNCTION OF B2140 WORTHING ROAD OUTSIDE
 Daylight:street lights present
E 507,439 Dry
N 103,175 Fine without high winds
 40 mph

V2 STOPPED AT RBT DUE TO ON COMING AND STATIONARY TRAFFIC. V1 DRIVE IN TO BACK OF V2, THINKING V2 WAS PULLING ON TO RBT. PARTIES STOPPED AND EXCHANGED DETAILS. V2 DRIVER SUFFER WHIPLASH INJURIES.

1806373 Monday B2140 OLD WORTHING ROAD
R1: B 2140 19/11/2018 1045hrs
R2: U LITTLEHAMPTON AT JUNCTION OF U ARLINGTON CRESCENT
 Daylight:street lights present
E 507,837 Dry
N 103,111 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

2nd: Uncorrected, defective eyesight

Vehicle 1

Possible

3rd: Driving too slow for conditions or slow veh

Vehicle 1

VEHICLE 1 WAS TURNING RIGHT WHEN IT TURNED INTO THE PATH OF VEHICLE 2.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1807159 Saturday A259 ROUNDSTONE BY PASS Veh 1 Goods < 3.5t Going ahead E to W
22/12/2018 LITTLEHAMPTON AT JUNCTION OF Veh 2 Car Wait go ahead held E to W Dri F 30 Slight
1223hrs B2225 ROUNDSTONE LANE OUTSIDE
R1: A 259 Daylight:street lights present
R2: B 2225 Dry
E 507,439 Fine without high winds
N 103,174 30 mph

V2 TRAVELLING EAST TO WEST IN OFFSIDE LANE ON A259 ROUNDSTONE BYPASS ROUNDABOUT J/W B2225 ROUNDSTONE LANE. V2 WAITING AT THE JUNCTION AS HELD UP BY TRAFFIC. V1 TRAVELLING BEHIND V2 HAS FAILED TO SEE V2 STOP AND HAS DRIVEN INTO THE BACK OF V2 CAUSING DAMAGE. DRIVER OF V1 HAS GIVEN DETAILS TO DRIVER OF V2 WHO WAS WAITING FOR AN AMBULANCE. DRIVER OF V1 HAD TO LEAVE THE SCENE AS HE WAS GOING TO A FUNERAL. SLIGHT INJURY REPORTED BY DRIVER IF V2.

1900279 Wednesday B2140 OLD WORTHING ROAD EAST Veh 1 Goods < 3.5t Going ahead W to E Ped M 5 Serious
16/01/2019 PRESTON 46M WEST OF U Veh 2 Car Wait go ahead held E to W
1534hrs ARLINGTON CRESCENT OUTSIDE 35
Daylight:street lights present
R1: B 2140 Wet/Damp
E 507,556 Raining without high winds
N 103,030 30 mph

Causation Factor:

Participant:

Confidence:

1st: Crossed road masked by stationary veh

Casualty 1

Very Likely

2nd: Road layout (eg bend, hill etc.)

Casualty 1

Possible

V2 MARKED POLICE VEHICLE IS STATIONARY IN HEAVY TRAFFIC ON THE WESTBOUND CARRIAGEWAY DUE TO THE LEVEL CROSSING BARRIERS BEING DOWN. A FATHER HAS DECIDED TO CROSS THE ROAD WITH HIS 5YR OLD SON FROM BEHIND THE POLICE VEHICLE AND AS THE FATHER IS CHECKING IF THE ROAD IS CLEAR THE CHILD HAS CONTINUED TO CROSS. V1 TRAVELLING EASTBOUND HAS SEEN THE CHILD AND SWERVED TO THE LEFT TO ATTEMPT TO AVOID THE CHILD. CHILD HAS HIT THE FRONT OFFSIDE WHEEL SUSTAINING AN OPEN FRACTURE TO LEFT LEG.

1901705 Saturday A259 LITTLEHAMPTON ROAD Veh 1 Goods < 3.5t Wait go ahead held E to W
30/03/2019 FERRING AT JUNCTION OF B2140 Veh 2 Car Turning right E to N Dri F 20 Slight
1443hrs OLD WORTHING ROAD OUTSIDE R/A Veh 2 Car Turning right E to N FSP F 24 Slight
Daylight:street lights present
R1: A 259 Dry
R2: B 2140 Fine without high winds
E 507,983 60 mph
N 103,193

V2 WAS STATIONARY AT R/A IN RIGHT HAND LANE WITH A VIEW TO GOING ALL THE WAY AROUND THE R/A AND BACK THE OTHER WAY. V1 HAS GONE IN TO THE BACK OF THEM CAUSING DAMAGE AND MINOR INJURIES

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1902600 Tuesday A259 ANGMERING AT JUNCTION OF Veh 1 Car Starting E to N
21/05/2019 A280 Veh 2 Car Turning right E to N Dri M 19 Slight
R1: A 259 1145hrs
R2: A 280 Daylight:street lights present
E 507,978 Dry
N 103,185 Fine without high winds
40 mph

V2 WAS IN THE OUTSIDE LANE WAITING AT THE ROUNDABOUT TO TURN RIGHT AROUND THE ROUNDABOUT. V2 WAS STATIONARY WAITING TO GO. V1 WENT IN TO THE BACK OF V2 SENDING V2 IN TO THE ROAD OF THE ROUNDABOUT.

0846638 Monday LITTLEHAMPTON ROAD (A259) Veh 1 Car Stopping E to W
10/06/2019 NEAR JUNCTION WITH Veh 2 Car Wait to turn right E to W Dri F 21 Slight
R1: A 259 1230hrs ROUNDSTONE BYPASS (A259)
R2: A 259 Daylight:street lights present
E 507,993 Wet/Damp
N 103,192 Raining without high winds
60 mph

V2 WAS STATIONARY AT THE R/A JUST WEST OF ASDA IN FERRING WHEN V1 HAS GONE IN TO THE BACK - UNKNOWN WHAT DAMAGE HAS BEEN CAUSED BUT DRIVER OF V2 HAS BACK/NECK PAIN

0873084 Saturday ROUNDSTONE BY-PASS ROAD Veh 1 Car Starting E to W Dri F 71 Slight
31/08/2019 (A259) NEAR JUNCTION WITH Veh 1 Car Starting E to W FSP M 72 Slight
R1: A 259 1745hrs ROUNDSTONE LANE ROUNDABOUT Veh 2 Car Wait go ahead held E to W
R2: A 259 Daylight:street lights present
E 507,442 Dry
N 103,173 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

V1 HAS BEEN DRIVING ALONG BEHIND V2 AS IT WAS STATIONARY AT ROUNDSTON R/B. V1 HAS ANTICIPATED THAT V2 WOULD ENTER THE R/B IN A GAP AND HAS BEEN ANTICIPATING THEIR OWN GAP TO MOVE OFF. V2 HAS NOT MOVED OFF AND V1 HASN'T NOTICED AND GONE INTO THE REAR OF V2. MINOR INJURY CAUSED TO OCCUPANTS OF V1 AND MINOR DAMAGE TO BOTH VEHICLES.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

0891967 Saturday LITTLEHAMPTON ROAD (A259) - 80 Veh 1 M/C > 500 cc O/take s/veh o/side E to W Dri M 22 Serious
26/10/2019 METRES FROM JUNCTION WITH Veh 2 Car Change lane to left E to W
R1: A 259 1415hrs LITTLEHAMPTON ROAD
Daylight:street lights present
E 508,329 Wet/Damp
N 103,248 Raining without high winds
50 mph

Causation Factor:

Participant:

Confidence:

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

Vehicle 1
Vehicle 1
Vehicle 2

Possible
Possible

VEHICLE 2 WAS TRAVELLING WESTBOUND TOWARDS EAST PRESTON IN THE RIGHT HAND LANE, AFTER PASSING A BUS VEHICLE 2 INDICATED TO MOVE INTO THE LEFT HAND LANE AND AS VEHICLE 2 MOVED ACROSS THE LANES VEHICLE 1 HAD PASSED BETWEEN THE BUS AND VEHICLE 2 AND THE Y COLLIDED.

0898796 Thursday ROUNDSTONE-BY-PASS (A259) AT Veh 1 Car Going ahead W to E Dri M 81 Slight
14/11/2019 JUNCTION WITH UNCLASSIFIED Veh 2 Goods < 3.5t Going ahead E to W
R1: A 259 1210hrs ROAD
R2: U Daylight:street lights present
E 507,861 Wet/Damp
N 103,214 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Illness or disability, mental or physical
2nd: Poor turn or manoeuvre

Vehicle 1
Vehicle 1

Very Likely
Possible

V1 TRAVELLING EAST ON MAIN CARRIAGEWAY APPROACHED JUNCTION AND QUEUING TRAFFIC. DRIVER OF V1 STATES ACCELERATOR STUCK ON AND UNABLE TO SLOW VEHICLE WHEN PRESSING BRAKE. DRIVER OF V1 TOOK AVOIDING ACTION TO PREVENT HITTING VEHICLE IN FRONT. V1 MOUNTED NEARSIDE VERGE AND CONTINUED DRIVING. V1 THEN TURNED INTO ACCESS ROAD, MOUNTED THE KERB AND STRUCK FENCING, KNOCKING IT FLAT. DRIVER ATTEMPTED TO STEER ONTO ROAD AND HIT ONCOMING V2 CAUSING DAMAGE. V1 THEN STEERED TO RIGHT AGAIN AND MOUNTED KERB DE OLISHING FENCE AND TREES BEFORE COMING TO A HALT AGAINST A TREE OFF THE CARRIAGEWAY TO OFFSIDE. SIGNIFICANT DAMAGE SUSTAINED TO V1 AND DRIVER TAKEN TO HOSPITAL AS A PRECAUTION.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

0899604 Sunday OLD WORTHING ROAD (B2140) Veh 1 Car Going ahead S to N
17/11/2019 NEAR JUNCTION WITH NORTH LANE Veh 2 M/C > 500 cc Going ahead LH bend SW to N Dri M 35 Slight
R1: B 2140 1045hrs
R2: U Daylight: street lights present
E 507,449 Dry
N 102,988 Fine without high winds
30 mph

V2 MOTORCYCLE HEADING NORTH IN OLD WORTHING ROAD. AS V2 WAS ABOUT TO TRAVEL ACROSS THE RAILWAY LINE V1 STRUCK V2 TO THE REAR EXHAUST/REAR WHEEL CAUSING RIDER TO FALL TO THE GROUND SUSTAINING INJURY. V1 REGISTERED TO DRIVERS MOTHER.

20917321 Tuesday LITTLEHAMPTON ROAD (A259) - 79 Veh 1 M/C < 50 cc Going ahead W to E Dri M 16 Serious
07/01/2020 METRES FROM JUNCTION WITH Veh 2 M/C < 50 cc Stopping W to E
R1: A 259 2340hrs UNCLASSIFIED ROAD
Darkness: street lighting unkno
E 508,175 Wet/Damp
N 103,224 Fine without high winds
50 mph

V1 AND V2 ARE BOTH MOPEDS. V2 TRAVELLING EAST ALONG A259 FERRING. RIDER LOOKED BACK, COULD SEE V1 SLOWING DOWN SO THINKING HE HAD A PROBLEM PULLED OVER TO HIS NEAR SIDE. V1 DID NOT SEE V2 STOP, AT THE LAST MOMENT SAW V2 REAR LIGHT AND STRUCK V2. BOTH MOPEDS HAVE DAMAGED, V1 RIDER INJURED.

20955092 Tuesday ROUNDSTONE BY-PASS ROAD Veh 1 Car Change lane to left S to W
02/06/2020 (A259) NEAR JUNCTION WITH Veh 2 Pedal cycle Going ahead S to N Dri M 52 Serious
R1: A 259 1200hrs ROUNDSTONE LANE ROUNDABOUT
R2: A 259 Daylight: street lights present
E 507,379 Dry
N 103,162 Fine without high winds
50 mph

VEHICLE 1 AND 2 TRAVELLING STRAIGHT AHEAD TOWARDS ROUNDSTONE ROUNDABOUT. VEHICLE 1 CONTACTS VEHICLE 2 ON OFFSIDE KNOCKING HIM OFF HIS BIKE.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

20960930 Monday ROUNDSTONE-BY-PASS (A259) AT Junction with UNCLASSIFIED ROAD
29/06/2020 1750hrs
R1: A 259 Daylight: street lights present
R2: U Dry
E 507,881 Unknown
N 103,211 50 mph

Veh 1 Pedal cycle Going ahead N to S Dri F 28 Slight
Veh 2 Car Stopping W to E

V1 IS A CYCLIST THEY WERE HEADING NORTH TO SOUTH ON THE ROUNDSTONE BY PASS, THERE WAS A VEHICLE IN THE RIGHT HAND LANE AND THEY HAVE BECKONED V1 ACROSS, AS THEY HAVE CROSSED IN TO THE ROAD, V2 HAS COME ALONG AND COLLIDED WITH THEM, KNOCKING THE CYCLIST TO THE FLOOR. DETAILS WERE EXCHANGED AT SCENE

20969697 Tuesday A280 NEAR JUNCTION WITH ROUNDSTONE-BY-PASS (A259)
04/08/2020 0954hrs
R1: A 280 Daylight: street lights present
R2: A 259 Dry
E 507,943 Fine without high winds
N 103,240 60 mph

Veh 1 Car Going ahead LH bend N to SE
Veh 2 Car Going ahead LH bend N to SE RSP M 78 Slight

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
VEHICLE 2 WAS APPROACHING THE ROUNDABOUT FROM A NORTHERN DIRECTION GOING TOWARDS A SOUTHERN DIRECTION ON THE A280 ANGMERING BYPASS TOWARDS WORTHING. V2 HAS STARTED TO SLOWLY DRIVING ONTO THE ROUNDABOUT IN SLOW TRAFFIC, BUT HESITATED BECAUSE ANOTHER VEHICLE WAS COMING FROM RIGHT HAND SIDE. THIS RESULTED IN V1 COLLIDING WITH THE REAR OF V2 AS THE DRIVER WAS UNABLE TO REACT IN TIME.

20976896 Sunday OLD WORTHING ROAD (B2140) NEAR JUNCTION WITH NORTH LANE
30/08/2020 2104hrs
R1: B 2140 Darkness: street lights present a
R2: U Dry
E 507,446 Fine without high winds
N 102,975 30 mph

Veh 1 Car Turning left SE to W
Veh 2 Pedal cycle Turning right N to W Dri M 28 Slight

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Possible
V1 HAD BEEN HEADING NORTH ON NORTH LANE EAST PRESTON AND REACHED THE GIVE WAY JUNCTION WITH WORTHING ROAD AND INTENDING TO TURN LEFT. V2 HAD BEEN WAITING AT LEVEL CROSSING ON WORTHING ROAD HEADING WEST. WHEN RAILWAY CROSSING GATES WERE RAISED, V2 CONTINUED FORWARD AND ROUND THE REAR OF UNKNOWN VEHICLE THAT HAD PULLED OUT OF NORTH LANE TURNING RIGHT. THIS WAS DONE AT THE SAME TIME AS V1 TURNED LEFT AND V2 IMPACTED WITH V1.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

20970250 Wednesday OLD WORTHING ROAD (B2140) Veh 1 Pedal cycle Stopping E to N Dri M 26 Slight
05/08/2020 NEAR JUNCTION WITH Veh 2 Goods < 3.5t Stopping E to S
R1: B 2140 1340hrs ROUNDSTONE LANE (B2140) Veh 3 Pedal cycle Wait go ahead held E to N
R2: B 2140 Daylight:street lights present
E 507,472 Dry
N 103,006 Fine without high winds
30 mph

V1 PEDAL CYCLE, AVOIDING OTHER PEDAL CYCLE THAT HAD STOPPED COLLIDED WITH SLOW MOVING VAN, PEDAL CYCLIST THEN RODE OFF.

20982988 Monday LITTLEHAMPTON ROAD (A259) - 137 Veh 1 Car Going ahead W to E Dri M 54 Slight
21/09/2020 METRES FROM JUNCTION WITH
R1: A 259 1303hrs UNCLASSIFIED ROAD
Daylight:street lights present
E 508,383 Dry
N 103,281 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Animal or object in carriageway

Vehicle 1

Very Likely

V1 (SOLE VEHICLE INVOLVED) DRIVING EASTBOUND ON THE A259 IN THE DIRECTION OF WORTHING HAVING LEFT LITTLEHAMPTON. V1 LEFT ROUNDABOUT DRIVING ON THE INSIDE LANE. V1 STARTED TO ACCELERATE UP TOWARDS THE SPEED LIMIT OF 50 MPH. V1 DRIVER SAW A FOX ON THE LEFT HAND SIDE/NEARSIDE OF THE A259 WHICH RAN OUT IN FRONT OF THE CAR. DRIVER OF V1 PULLED HARD RIGHT TO AVOID THE FOX WHICH WAS HIT. V1 THEN SAW ANOTHER VEHICLE IN THE FAST LANE (VEHICLE NOT IDENTIFIED) AND PULLED HARD LEFT TO AVOID THE SECONDAR VEHICLE. AT THAT POINT THE DRIVER OF V1 LOST CONTROL OF THE VEHICLE.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

20984773 Saturday LITTLEHAMPTON ROAD (A259) - 159 Veh 1 M/C > 500 cc Going ahead SW to NE Dri M 39 Serious
26/09/2020 METRES FROM JUNCTION WITH
R1: A 259 1940hrs UNCLASSIFIED ROAD
Darkness: street lights present a
E 508,436 Dry
N 103,303 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Aggressive driving

Vehicle 1

Possible

2nd: Loss of control

Vehicle 1

Very Likely

3rd: Impaired by drugs (illicit or medicinal)

Vehicle 1

THIS IS A SINGLE VEHICLE SERIOUS INJURY RTC. V1 TRAVELLING EASTBOUND ON THE A259 LITTLEHAMPTON ROAD TOWARDS FERRING. RIDER IS BELIEVED TO HAVE BEEN IN L2 OF 2 IN A 50MPH LIMIT WHEN FOR REASONS UNKNOWN THE VEHICLE HAS LEFT THE CARRIAGEWAY TO THE OFFSIDE AND TRAVELLED APPROXIMATELY 70M ON THE GRASS VERGE BEFORE STRIKING A RAISED SECTION OF VERGE AROUND A MANHOLE COVER AT WHICH POINT THE BIKE AND RIDER HAVE SEPARATED. THE RIDER HAS COME TO REST SOME 30M FURTHER EAST IN L2 OF 2. THE BIKE HAS CONTINUED ACROSS THE CARRIAGEWAY AND LEFT THE CARRIAGEWAY TO THE OFFSIDE BEFORE COMING TO REST 50-60M EAST OF THE RIDER. A WITNESS TRAVELLING WESTBOUND ON THE OPPOSITE CARRIAGEWAY HAS SEEN THE RIDER IF V1 BECAME AIRBORNE AND DID NOT SEE ANY OTHER VEHICLE ON THE EASTBOUND CARRIAGEWAY AT THE TIME OF THE COLLISION.

20986435 Friday NORTH LANE NEAR JUNCTION WITH Veh 1 Car Going ahead LH bend SE to W
02/10/2020 OLD WORTHING ROAD (B2140) Veh 2 Car Going ahead RH bend SE to N Dri F 73 Slight
R1: U 1320hrs
R2: B 2140 Daylight: street lights present
E 507,465 Dry
N 102,962 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Aggressive driving

Vehicle 1

Possible

2nd: Careless/Reckless/In a hurry

Vehicle 1

Possible

V2 WAS IN A QUEUE OF TRAFFIC WAITING FOR LEVEL CROSSING GATES TO GO UP. LEVEL GATES WENT UP AND V2 GAVE WAY TO ON-COMING BUS. V1 HAS DRIVEN INTO REAR OF V2, CAUSING DAMAGE. V1 FAILED TO STOP AT THE SCENE TO EXCHANGE DETAILS.

Details of Personal Injury Accidents for Period - 01/04/2016 to 31/03/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

211016339 Friday LITTLEHAMPTON ROAD (A259) - 113 Metres from Junction with Roundstone-by-pass (A259)
R1: A 259 22/01/2021 1536hrs
E 508,087 Wet/Damp
N 103,190 Fine without high winds
 50 mph

Causation Factor: 1st: Failed to look properly
Participant: Vehicle 2
Confidence: Very Likely
 V1 TRAVELLING WESTBOUND ON A259 IN A 50MPH ZONE IN LANE 2. CYCLIST CROSSING THE ROAD CROSSED INFRONT OF V1. V1 STRUCK CYCLIST. THERE WAS A ROAD WORK SIGN POSSIBLY OBSTRUCTING THE VIEW OF THE CYCLIST WHEN HE WOULD OF LOOKED TO CROSS THE ROAD.
 OIC SUSPECTS DRIVER OF V1 IS NOT AT FAULT.

211028685 Tuesday ROUNDSTONE-BY-PASS (A259) AT JUNCTION WITH OLD WORTHING ROAD (B2140)
R1: A 259 16/03/2021 1709hrs
R2: B 2140 Daylight:street lights present
E 507,960 Dry
N 103,174 Fine without high winds
 50 mph

Causation Factor: 1st: Careless/Reckless/In a hurry
 2nd: Aggressive driving
 3rd: Failed to look properly
Participant: Vehicle 1
Confidence: Very Likely
 Possible
 THE ROUNDSTONE FARM ROUNDABOUT IS LOCATED IN EAST PRESTON AND HAS 5 EXITS. 2 OF THE EXITS LEAD ONTO THE A259, WITH THE OTHER EXITS LEADING TO EITHER OLD WORTHING ROAD, FARM ROAD OR THE A280. THERE ARE CURRENTLY NO TEMPORARY TRAFFIC LIGHTS OR ANY TRAF FIC CALMING MEASURES AT THE ROUNDABOUT. THERE ARE NO PROPERTIES OVERLOOKING THE SCENE. V1 WAS TRAVELLING WESTBOUND ALONG THE A259 AS WAS TRAVELLING APPROXIMATELY 40MPH. V2 WAS TRAVELLING ALONG THE A259 HEADINC WESTBOUND AS IT APPROACHED THE ROUNDA OUT AND WAS INTENDING ON TAKING THE SECOND EXIT AND CONTINUING STRAIGHT ONTO THE A259. V1 THEN COLLIDED WITH V2 AND V1 DID NOT STOP AND INSTEAD TOOK THE FIRST EXIT ONTO OLD WORTHING ROAD AND DROVE OFF. THE RIDER OF V2 CAME OFF AND FELL INTO THE ROAD AUSING INJURIES TO THEMSELVES. PASSERS BY STOPPED TO HELP V2 AND PHONED THE AMBULANCE.

APPENDIX C. TEMPRO Calculations

AM

Dataset Version:

Result Type: Trip ends by time period

Base Year: 2015

Future Year: 2022

Trip Purpose Group: All purposes

Time Period: Weekday AM peak period (0700 - 0959)

Trip End Type: Origin/Destination

Alternative Assumptions applied: No

MSOA: Arun 005

Local Growth Figure: 1.079

AM

Dataset Version: 1.079

Result Type: Trip ends by time period

Base Year: 2015

Future Year: 2022

Trip Purpose Group: All purposes

Time Period: Weekday AM peak period (0700 - 0959)

Trip End Type: Origin/Destination

Alternative Assumptions applied: No

MSOA: Arun 005

Local Growth Figure: 1.079

PM

Dataset Version:

Result Type: Trip ends by time period

Base Year: 2015

Future Year: 2022

Trip Purpose Group: All purposes

Time Period: Weekday PM peak period (1600-1859)

Trip End Type: Origin/Destination

Alternative Assumptions applied: No

MSOA: Arun 005

Local Growth Figure: 1.0796

PM

Dataset Version: 1.0796

Result Type: Trip ends by time period

Base Year: 2015

Future Year: 2022

Trip Purpose Group: All purposes

Time Period: Weekday PM peak period (1600-1859)

Trip End Type: Origin/Destination

Alternative Assumptions applied: No

MSOA: Arun 005

Local Growth Figure: 1.0796

AM

Dataset Version: 1.079

Result Type: Trip ends by time period

Base Year: 2015

Future Year: 2022

Trip Purpose Group: All purposes

Time Period: Weekday AM peak period (0700 - 0959)

Trip End Type: Origin/Destination

Alternative Assumptions applied: No

MSOA: Arun 005

Local Growth Figure: 1.079

AM

Dataset Version:

Result Type: Trip ends by time period

Base Year: 2015

Future Year: 2027

Trip Purpose Group: All purposes

Time Period: Weekday AM peak period (0700 - 0959)

Trip End Type: Origin/Destination

Alternative Assumptions applied: No

MSOA: Arun 005

Local Growth Figure: 1.1276

AM

Dataset Version: 1.1276

Result Type: Trip ends by time period

Base Year: 2015

Future Year: 2027

Trip Purpose Group: All purposes

Time Period: Weekday AM peak period (0700 - 0959)

Trip End Type: Origin/Destination

Alternative Assumptions applied: No

MSOA: Arun 005

Local Growth Figure: 1.1276

Results

Scenario	Year	Local Growth Figure
2015 Scenario	2015	1.1276
2027 Scenario	2027	1.1276

AM

Dataset Version: 1.1276

Result Type: Trip ends by time period

Base Year: 2015

Future Year: 2027

Trip Purpose Group: All purposes

Time Period: Weekday AM peak period (0700 - 0959)

Trip End Type: Origin/Destination

Alternative Assumptions applied: No

MSOA: Arun 005

Local Growth Figure: 1.1276

Results

Scenario	Year	Local Growth Figure
2015 Scenario	2015	1.1276
2027 Scenario	2027	1.1276

PM

Dataset Version:

Result Type: Trip ends by time period

Base Year: 2015

Future Year: 2027

Trip Purpose Group: All purposes

Time Period: Weekday PM peak period (1600-1859)

Trip End Type: Origin/Destination

Alternative Assumptions applied: No

MSOA: Arun 005

Local Growth Figure: 1.1294

PM

Dataset Version: 1.1294

Result Type: Trip ends by time period

Base Year: 2015

Future Year: 2027

Trip Purpose Group: All purposes

Time Period: Weekday PM peak period (1600-1859)

Trip End Type: Origin/Destination

Alternative Assumptions applied: No

MSOA: Arun 005

Local Growth Figure: 1.1294

Results

Scenario	Year	Local Growth Figure
2015 Scenario	2015	1.1294
2027 Scenario	2027	1.1294

APPENDIX D. TRICS Outputs

Calculation Reference: AUDIT-236601-201216-1251

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 40 to 79 (units:)
 Range Selected by User: 40 to 80 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	9

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

Selected Location Sub Categories:

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

Secondary Filtering selection:

Use Class:

C3

16 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	8 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 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	1 days
1.1 to 1.5	15 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	8 days
No	8 days

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

PTAL Rating:

No PTAL Present	16 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
2	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
3	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
4	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
5	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
6	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
7	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYPHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
8	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD		
	NORTH WALSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
10	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone Total No of Dwellings: 71 Survey date: THURSDAY 23/01/14		Survey Type: MANUAL
11	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 Survey date: THURSDAY 09/05/19		Survey Type: MANUAL
12	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL		
	Edge of Town Residential Zone Total No of Dwellings: 54 Survey date: THURSDAY 24/10/13		Survey Type: MANUAL
13	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 Survey date: WEDNESDAY 18/09/13		Survey Type: MANUAL
14	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH		
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19		Survey Type: MANUAL
15	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 48 Survey date: WEDNESDAY 18/04/12		Survey Type: MANUAL
16	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK		
	Edge of Town Residential Zone Total No of Dwellings: 79 Survey date: WEDNESDAY 07/11/18		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
NY-03-A-09	mixed housing

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

TOTAL 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	16	57	0.077	16	57	0.350	16	57	0.427
08:00 - 09:00	16	57	0.118	16	57	0.367	16	57	0.485
09:00 - 10:00	16	57	0.155	16	57	0.186	16	57	0.341
10:00 - 11:00	16	57	0.128	16	57	0.173	16	57	0.301
11:00 - 12:00	16	57	0.154	16	57	0.176	16	57	0.330
12:00 - 13:00	16	57	0.166	16	57	0.156	16	57	0.322
13:00 - 14:00	16	57	0.167	16	57	0.163	16	57	0.330
14:00 - 15:00	16	57	0.159	16	57	0.187	16	57	0.346
15:00 - 16:00	16	57	0.281	16	57	0.180	16	57	0.461
16:00 - 17:00	16	57	0.307	16	57	0.161	16	57	0.468
17:00 - 18:00	16	57	0.350	16	57	0.166	16	57	0.516
18:00 - 19:00	16	57	0.283	16	57	0.154	16	57	0.437
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.345			2.419			4.764

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

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

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Parameter summary

Trip rate parameter range selected:	40 - 79 (units:)
Survey date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	1

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

APPENDIX E. Census Data – Journey to Work

Travel to Work

Destination	%	43.20%	Time (Mins)	Distance (KM)	1	2	3	Proportion	%
Angmering	7.03%	3.04%	4	3	A280	A280	A280	50%	1.52%
			5	3	A259 W	Roundstone Ln N	Roundstone L	30%	0.91%
			4	3	A259 W	A259 W	Station Rd N	20%	0.61%
Angmering on Sea	3.30%	1.43%	5	3	Old Worthing Rd	North Ln	North Ln	40%	0.57%
			5	3	Old Worthing Rd	Worthing Rd	Worthing Rd	30%	0.43%
			6	3	A259 W	Roundstone Ln S	North Ln	20%	0.29%
			6	3	A259 W	Roundstone Ln S	Worthing Rd	10%	0.14%
Arundel	1.35%	0.59%	10	13	A280	A280	A280	70%	0.41%
			14	12	A259 W	A259 W	A259 W	30%	0.18%
Billingshurst	0.80%	0.35%	26	30	A280	A280	A280	80%	0.28%
			35	34	A259 W	A259 W	A259 W	20%	0.07%
Bognor Regis / Felpham	3.68%	1.59%	20	18	A259 W	A259 W	A259 W	100%	1.59%
Brighton	3.56%	1.54%	35	28	A280	A280	A280	60%	0.92%
			35	30	A259 E	A259 E	A259 E	40%	0.61%
Burgess Hill	0.51%	0.22%	40	44	A280	A280	A280	100%	0.22%
Chichester	5.59%	2.41%	26	29	A280	A280	A280	80%	1.93%
			35	29	A259 W	A259 W	A259 W	20%	0.48%
Crawley	4.19%	1.81%	40	48	A280	A280	A280	60%	1.09%
			40	49	A259 E	A259 E	A259 E	40%	0.72%
Ferring	1.23%	0.53%	6	5	A259 E	A259 E	A259 E	100%	0.53%
Findon / Patching	2.88%	1.24%	8	6	A280	A280	A280	100%	1.24%
Guildford	0.51%	0.22%	55	58	A280	A280	A280	100%	0.22%
Havant	0.51%	0.22%	35	46	A280	A280	A280	70%	0.15%
			40	45	A259 W	A259 W	A259 W	30%	0.07%
Haywards Heath	0.47%	0.20%	35	43	A280	A280	A280	100%	0.20%
Horsham	2.50%	1.08%	28	34	A280	A280	A280	100%	1.08%
Leatherhead / Dorking	0.68%	0.29%	50	64	A280	A280	A280	100%	0.29%
Lewes	0.76%	0.33%	35	38	A259 E	A259 E	A259 E	100%	0.33%
Littlehampton	15.20%	6.57%	7	6	A259 W	A259 W	A259 W	70%	4.60%
			10	7	Old Worthing Rd	Worthing Rd	Worthing Rd	30%	1.97%
London	2.54%	1.10%			A280	A280	A280	100%	1.10%
Other East	0.30%	0.13%			A259 E	A259 E	A259 E	100%	0.13%
Other North	3.39%	1.46%			A280	A280	A280	100%	1.46%
Other West	1.10%	0.48%			A280	A280	A280	60%	0.29%
					A259 W	A259 W	A259 W	40%	0.19%
Petworth	0.51%	0.22%	26	30	A280	A280	A280	100%	0.22%
Portsmouth	0.64%	0.27%	40	57	A280	A280	A280	70%	0.19%
			45	56	A259 W	A259 W	A259 W	30%	0.08%
Pullborough / Storrington	0.97%	0.42%	22	26	A280	A280	A280	70%	0.29%
			26	25	A259 W	A259 W	A259 W	30%	0.13%
Reigate / Redhill	0.55%	0.24%	55	65	A280	A280	A280	100%	0.24%
Selsey	0.25%	0.11%	35	41	A280	A280	A280	60%	0.07%
			40	38	A259 W	A259 W	A259 W	40%	0.04%
Shoreham by Sea	3.68%	1.59%	24	19	A280	A280	A280	50%	0.80%
			24	17	A259 E	A259 E	A259 E	50%	0.80%
Steyning / Henfield / Ashington	2.33%	1.01%	20	22	A280	A280	A280	60%	0.60%
			22	17	A259 E	A259 E	A259 E	40%	0.40%
West Wittering / Birdham	0.34%	0.15%	35	41	A280	A280	A280	60%	0.09%
			40	38	A259 W	A259 W	A259 W	40%	0.06%
Westergate / Eastergate / Barnham	0.85%	0.37%	18	20	A280	A280	A280	40%	0.15%
			16	15	A259 W	A259 W	A259 W	60%	0.22%
Worthing	25.61%	11.07%	12	9	A259 E	A259 E	A259 E	100%	11.07%
Yapton	2.20%	0.95%	20	21	A280	A280	A280	30%	0.29%
			16	13	A259 W	A259 W	A259 W	70%	0.67%
	100.00%	43.20%							43.20%

	1st		2nd		3rd
A280	15.33%	A280	15.33%	A280	15.33%
A259 W	10.31%	Roundstone Ln N	0.91%	Roundstone Ln N	0.91%
		A259 W	8.97%	Station Rd N	0.61%
				A259 W	8.37%
		Roundstone Ln S	0.43%	North Ln	0.86%
				Worthing Rd	2.54%
Old Worthing Rd	2.97%	North Ln	0.57%		
		Worthing Rd	2.40%		
A259 E	14.59%	A259 E	14.59%	A259 E	14.59%
	43.20%		43.20%		43.20%

APPENDIX F. Gravity Model

Location	Time (mins)	Total Population	P/T	P/T/2	% of P/T/2 Total	Car driver mode split	% Total	Modal Split	% of Car Driver Split	1	2	3	Proportion	%	56.80%
Angmering	4	9,631	2407.75	5797260	3%	47.16%	0.015648168	0.021483959	A280	A280	A280	A280	50%	0.010742	0.61%
									A259 W	Roundstone Ln N	Roundstone Ln N	A280	30%	0.006445	0.37%
									A259 W	A259 W	Station Rd N	A280	20%	0.004297	0.24%
Angmering on Sea	5	7,785	1557	24242.49	1%	46.15%	0.006404134	0.008792477	Old Worthing Rd	North Ln	North Ln	A280	40%	0.003517	0.20%
									Old Worthing Rd	Worthing Rd	Worthing Rd	A280	30%	0.002638	0.15%
									A259 W	Roundstone Ln S	North Ln	A280	20%	0.001758	0.10%
Arundel	10	3,285	328.5	107912.3	0%	80.00%	0.000494124	0.000678402	A259 W	Roundstone Ln S	Worthing Rd	A280	100%	0.000879	0.05%
									A259 W	A280	A280	A280	70%	0.000475	0.03%
									A259 W	A259 W	A259 W	A280	30%	0.000204	0.01%
Billinghurst	26	6,911	265.8077	70653.73	0%	100.00%	0.000404399	0.000555215	A280	A280	A280	A280	80%	0.000444	0.03%
									A259 W	A259 W	A259 W	A280	20%	0.000111	0.01%
Bognor Regis / Felpham	20	63,885	3194.25	10203233	6%	72.50%	0.042340026	0.058130214	A259 W	A259 W	A259 W	A280	100%	0.05813	3.30%
Chichester	26	28,657	1102.192	1214828	1%	74.58%	0.005185501	0.007113969	A280	A280	A280	A280	80%	0.005695	0.32%
									A259 W	A259 W	A259 W	A280	20%	0.001424	0.08%
Ferring	6	5,870	978.3333	9371.361	1%	74.36%	0.004073638	0.00589285	A259 E	A259 E	A259 E	A280	100%	0.005693	0.32%
Findon / Patching	8	1,886	236.75	55578.06	0%	80.00%	0.000254497	0.000343997	A280	A280	A280	A280	100%	0.000349	0.02%
Haslemere	28	48,941	1715.75	2943798	3%	83.10%	0.004001578	0.019223293	A280	A280	A280	A280	100%	0.019223	1.09%
Littlehampton	7	55,706	7958	63329764	26%	69.04%	0.250250151	0.343577793	A259 W	A259 W	A259 W	A280	70%	0.240504	13.66%
									Old Worthing Rd	Worthing Rd	Worthing Rd	A280	30%	0.013073	5.85%
Peworth	6	2,544	97.94615	9573.87	0%	100.00%	5.47978E-05	7.52339E-05	A280	A280	A280	A280	100%	7.52E-05	0.00%
Pittborough / Storrington	22	8,618	391.7273	153450.3	0%	95.83%	0.000841704	0.001155607	A280	A280	A280	A280	70%	0.000809	0.05%
									A259 W	A259 W	A259 W	A280	30%	0.000347	0.02%
Shoreham by Sea	24	48,487	2020.292	4081578	2%	79.82%	0.018664452	0.025600415	A280	A280	A280	A280	50%	0.0128	0.73%
									A259 E	A259 E	A259 E	A280	50%	0.0128	0.73%
Steyning / Henfield / Ashington	20	9,083	454.15	206252.2	0%	91.67%	0.001082145	0.001485717	A280	A280	A280	A280	60%	0.000891	0.05%
									A259 E	A259 E	A259 E	A280	40%	0.000594	0.03%
Westergate / Eastergate / Barnham	16	10,973	629.5625	396348.9	0%	54.05%	0.001226256	0.001683574	A280	A280	A280	A280	40%	0.000679	0.04%
									A259 W	A259 W	A259 W	A280	60%	0.00101	0.06%
Worthing	12	140,120	9093.333	82658871	47%	77.56%	0.3670								

	1st		2nd		3rd
A280	2.97%	A280	2.97%	A280	2.97%
A259 W	17.92%	Roundstone Ln N	0.37%	Roundstone Ln N	0.37%
		A259 W	17.40%	Station Rd N	0.24%
				A259 W	17.16%
		Roundstone Ln S	0.15%	North Ln	0.30%
				Worthing Rd	6.05%
Old Worthing Rd	6.20%	North Ln	0.20%		
		Worthing Rd	6.00%		
A259 E	29.71%	A259 E	29.71%	A259 E	29.71%
	56.80%		56.80%		56.80%

Angmering	2.15%	1.22%
Angmering on Sea	0.88%	0.50%
Arundel	0.07%	0.04%
Ballinghurst	0.06%	0.03%
Bognor Regis / Felpham	5.81%	3.30%
Chichester	0.71%	0.40%
Ferring	0.56%	0.32%
Findon / Patching	0.03%	0.02%
Horsham	1.92%	1.09%
Littlehampton	34.36%	19.52%
Peworth	0.01%	0.00%
Pulborough / Storrington	0.12%	0.07%
Shoreham by Sea	2.56%	1.45%
Steyning / Henfield / Ashington	0.15%	0.08%
Westergate / Eastergate / Barnham	0.17%	0.10%
Worthing	50.40%	28.63%
Yapton	0.05%	0.03%
	100.00%	56.80%

APPENDIX G. Junctions 9 Outputs

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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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: T:\Projects\16000 Series\16357\ITB Land South of A259, Angmering\Tech\Junction Assessments\Picady

Report generation date: 02/03/2022 13:32:58

*2027 + D, AM

*2027 + D, PM

*2027 + D 20% Uplift, AM

*2027 + D 20% Uplift, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2027 + D								
Stream B-AC	0.1	6.81	0.06	A	0.0	10.09	0.04	S
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2027 + D 20% Uplift								
Stream B-AC	0.1	7.86	0.06	A	0.0	10.09	0.04	S
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	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	
Location	
Site number	
Date	23/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027 + D	AM	ONE HOUR	07:45	09:15	15
D2	2027 + D	PM	ONE HOUR	16:45	18:15	15
D4	2027 + D 20% Uplift	AM	ONE HOUR	07:45	09:15	15
D5	2027 + D 20% Uplift	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2027 + D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 E		Major
B	Site Access		Minor
C	A259 W		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 - A259 W	7.30			250.0	✓	0.00

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 (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.66	50	250

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	721	0.124	0.313	0.197	0.447
1	B-C	911	0.132	0.333	-	-
1	C-B	719	0.263	0.263	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027 + D	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 E		✓	962	100.000
B - Site Access		✓	28	100.000
C - A259 W		✓	1760	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A259 E	B - Site Access	C - A259 W
A - A259 E		0	4	958
B - Site Access		0	0	28
C - A259 W		1760	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A259 E	B - Site Access	C - A259 W
A - A259 E		0	0	4
B - Site Access		0	0	0
C - A259 W		2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	6.81	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	671	0.031	21	0.0	5.540	A
C-AB	0	528	0.000	0	0.0	0.000	A
C-A	1325			1325			
A-B	3			3			
A-C	721			721			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	624	0.040	25	0.0	6.012	A
C-AB	0	492	0.000	0	0.0	0.000	A
C-A	1582			1582			
A-B	4			4			
A-C	861			861			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	559	0.055	31	0.1	6.811	A
C-AB	0	440	0.000	0	0.0	0.000	A
C-A	1938			1938			
A-B	4			4			
A-C	1055			1055			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	559	0.055	31	0.1	6.811	A
C-AB	0	440	0.000	0	0.0	0.000	A
C-A	1938			1938			
A-B	4			4			
A-C	1055			1055			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	624	0.040	25	0.0	6.013	A
C-AB	0	492	0.000	0	0.0	0.000	A
C-A	1582			1582			
A-B	4			4			
A-C	861			861			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	671	0.031	21	0.0	5.543	A
C-AB	0	528	0.000	0	0.0	0.000	A
C-A	1325			1325			
A-B	3			3			
A-C	721			721			

2027 + D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2027 + D	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 E		✓	1480	100.000
B - Site Access		✓	13	100.000
C - A259 W		✓	1403	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A259 E	B - Site Access	C - A259 W
From	A - A259 E	0	12	1468
	B - Site Access	0	0	13
	C - A259 W	1403	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A259 E	B - Site Access	C - A259 W
From	A - A259 E	0	0	2
	B - Site Access	0	0	0
	C - A259 W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	10.09	0.0	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	542	0.018	10	0.0	6.764	A
C-AB	0	426	0.000	0	0.0	0.000	A
C-A	1056			1056			
A-B	9			9			
A-C	1105			1105			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	470	0.025	12	0.0	7.851	A
C-AB	0	369	0.000	0	0.0	0.000	A
C-A	1261			1261			
A-B	11			11			
A-C	1320			1320			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	371	0.039	14	0.0	10.087	E
C-AB	0	291	0.000	0	0.0	0.000	A
C-A	1545			1545			
A-B	13			13			
A-C	1616			1616			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	371	0.039	14	0.0	10.089	E
C-AB	0	291	0.000	0	0.0	0.000	A
C-A	1545			1545			
A-B	13			13			
A-C	1616			1616			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	470	0.025	12	0.0	7.854	A
C-AB	0	369	0.000	0	0.0	0.000	A
C-A	1261			1261			
A-B	11			11			
A-C	1320			1320			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	542	0.018	10	0.0	6.765	A
C-AB	0	426	0.000	0	0.0	0.000	A
C-A	1056			1056			
A-B	9			9			
A-C	1105			1105			

2027 + D 20% Uplift, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 + D 20% Uplift	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 E		✓	1154	100.000
B - Site Access		✓	28	100.000
C - A259 W		✓	2110	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - A259 E	B - Site Access	C - A259 W
	A - A259 E	0	4	1150
	B - Site Access	0	0	28
	C - A259 W	2110	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - A259 E	B - Site Access	C - A259 W
	A - A259 E	0	0	4
	B - Site Access	0	0	0
	C - A259 W	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.86	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	622	0.034	21	0.0	5.983	A
C-AB	0	490	0.000	0	0.0	0.000	A
C-A	1589			1589			
A-B	3			3			
A-C	866			866			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	566	0.044	25	0.0	6.651	A
C-AB	0	446	0.000	0	0.0	0.000	A
C-A	1897			1897			
A-B	4			4			
A-C	1034			1034			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	489	0.063	31	0.1	7.857	A
C-AB	0	385	0.000	0	0.0	0.000	A
C-A	2323			2323			
A-B	4			4			
A-C	1266			1266			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	489	0.063	31	0.1	7.859	A
C-AB	0	385	0.000	0	0.0	0.000	A
C-A	2323			2323			
A-B	4			4			
A-C	1266			1266			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	566	0.044	25	0.0	6.655	A
C-AB	0	446	0.000	0	0.0	0.000	A
C-A	1897			1897			
A-B	4			4			
A-C	1034			1034			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	622	0.034	21	0.0	5.986	A
C-AB	0	490	0.000	0	0.0	0.000	A
C-A	1589			1589			
A-B	3			3			
A-C	866			866			

2027 + D 20% Uplift, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 + D 20% Uplift	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 E		✓	1480	100.000
B - Site Access		✓	13	100.000
C - A259 W		✓	1403	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A259 E	B - Site Access	C - A259 W
From	A - A259 E	0	12	1468
	B - Site Access	0	0	13
	C - A259 W	1403	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A259 E	B - Site Access	C - A259 W
From	A - A259 E	0	0	2
	B - Site Access	0	0	0
	C - A259 W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	10.09	0.0	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	542	0.018	10	0.0	6.764	A
C-AB	0	426	0.000	0	0.0	0.000	A
C-A	1056			1056			
A-B	9			9			
A-C	1105			1105			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	470	0.025	12	0.0	7.851	A
C-AB	0	369	0.000	0	0.0	0.000	A
C-A	1261			1261			
A-B	11			11			
A-C	1320			1320			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	371	0.039	14	0.0	10.087	E
C-AB	0	291	0.000	0	0.0	0.000	A
C-A	1545			1545			
A-B	13			13			
A-C	1616			1616			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	371	0.039	14	0.0	10.089	E
C-AB	0	291	0.000	0	0.0	0.000	A
C-A	1545			1545			
A-B	13			13			
A-C	1616			1616			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	470	0.025	12	0.0	7.854	A
C-AB	0	369	0.000	0	0.0	0.000	A
C-A	1261			1261			
A-B	11			11			
A-C	1320			1320			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	542	0.018	10	0.0	6.765	A
C-AB	0	426	0.000	0	0.0	0.000	A
C-A	1056			1056			
A-B	9			9			
A-C	1105			1105			

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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Filename: A259-Old Worthing Rd Rdbt 2022.j9

Path: T:\Projects\16000 Series\16357\ITB Land South of A259, Angmering\Tech\Junction Assessments\Arcady

Report generation date: 10/03/2022 15:37:13

»2022, AM
 »2022, PM
 »2022 + CD, AM
 »2022 + CD, PM
 »2027 + CD, AM
 »2027 + CD, PM
 »2022 + CD + D, AM
 »2022 + CD + D, PM
 »2027 + CD + D, AM
 »2027 + CD + D, PM
 »2022 20% Uplift, AM
 »2027 + CD 20% Uplift, AM
 »2027 + CD + D 20% Uplift, AM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
1 - A280	0.6	5.06	0.36	A	0.5	4.32	0.35	A
2 - A259 E	0.8	2.91	0.44	A	2.3	5.53	0.70	A
4 - Old Worthing Road	1.3	7.30	0.57	A	0.4	5.53	0.25	A
5 - Roundstone By-pass Road	1.9	4.93	0.66	A	1.7	4.12	0.63	A
2022 + CD								
1 - A280	0.6	5.06	0.36	A	0.5	4.32	0.35	A
2 - A259 E	0.8	2.91	0.44	A	2.3	5.53	0.70	A
4 - Old Worthing Road	1.3	7.30	0.57	A	0.4	5.53	0.25	A
5 - Roundstone By-pass Road	1.9	4.93	0.66	A	1.7	4.12	0.63	A
2027 + CD								
1 - A280	0.7	5.55	0.39	A	0.6	4.65	0.38	A
2 - A259 E	0.9	3.05	0.46	A	2.8	6.34	0.74	A
4 - Old Worthing Road	1.6	8.21	0.61	A	0.4	5.97	0.28	A
5 - Roundstone By-pass Road	2.3	5.57	0.69	A	2.0	4.53	0.67	A
2022 + CD + D								
1 - A280	0.6	5.14	0.36	A	0.6	4.40	0.36	A
2 - A259 E	0.9	2.99	0.46	A	2.5	5.74	0.71	A
4 - Old Worthing Road	1.4	7.54	0.58	A	0.4	5.60	0.26	A
5 - Roundstone By-pass Road	2.0	5.04	0.66	A	1.8	4.19	0.64	A
2027 + CD + D								
1 - A280	0.7	5.64	0.40	A	0.6	4.74	0.38	A
2 - A259 E	0.9	3.13	0.48	A	3.0	6.62	0.75	A
4 - Old Worthing Road	1.6	8.51	0.62	A	0.4	6.05	0.28	A
5 - Roundstone By-pass Road	2.3	5.71	0.70	A	2.1	4.63	0.67	A
2022 20% Uplift								
1 - A280	0.6	5.05	0.36	A				
2 - A259 E	1.2	3.46	0.53	A				
4 - Old Worthing Road	1.6	8.83	0.61	A				
5 - Roundstone By-pass Road	2.0	5.02	0.66	A				
2027 + CD 20% Uplift								
1 - A280	0.7	5.56	0.39	A				
2 - A259 E	1.3	3.68	0.56	A				
4 - Old Worthing Road	2.0	10.31	0.66	B				
5 - Roundstone By-pass Road	2.3	5.69	0.70	A				
2027 + CD + D 20% Uplift								
1 - A280	0.7	5.65	0.40	A				
2 - A259 E	1.4	3.81	0.57	A				
4 - Old Worthing Road	2.0	10.77	0.67	B				
5 - Roundstone By-pass Road	2.4	5.84	0.70	A				

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tab 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	
Location	
Site number	
Date	23/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2015	AM	ONE HOUR	07:45	09:15	15			
D2	2015	PM	ONE HOUR	16:45	18:15	15			
D3	2022	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1
D4	2022	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G2
D5	2027	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2027	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D8	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D9	2022 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D7
D10	2022 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8
D11	2027 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7
D12	2027 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8
D13	Dev	AM	ONE HOUR	07:45	09:15	15			
D14	Dev	PM	ONE HOUR	16:45	18:15	15			
D15	2022 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D9+D13
D16	2022 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10+D14
D17	2027 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D13
D18	2027 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D14
D19	2022 20% Uplift	AM	ONE HOUR	07:45	09:15	15	✓		
D20	2027 + CD 20% Uplift	AM	ONE HOUR	07:45	09:15	15	✓		
D21	2027 + CD + D 20% Uplift	AM	ONE HOUR	07:45	09:15	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2015-2022 AM		1.0790
G2	2015-2022 PM		1.0796
G3	2015-2027 AM		1.1276
G4	2015-2027 PM		1.1294

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A280	
2	A259 E	
3	Access	
4	Old Worthing Road	
5	Roundstone By-pass Road	

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 - A280	6.08	7.62	28.0	23.9	70.0	39.8	
2 - A259 E	7.30	10.53	12.1	93.6	70.0	65.3	
3 - Access							✓
4 - Old Worthing Road	3.86	6.52	12.9	17.9	70.0	12.5	
5 - Roundstone By-pass Road	7.51	8.90	26.4	25.4	70.0	30.4	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A280	0.575	2180
2 - A259 E	0.613	2510
3 - Access		
4 - Old Worthing Road	0.526	1746
5 - Roundstone By-pass Road	0.659	2660

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	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2022	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	374	100.000
2 - A259 E		ONE HOUR	✓	917	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	602	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1292	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
From	1 - A280	0	56	0	74	244
	2 - A259 E	86	0	0	163	668
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	101	487	0	0	14
	5 - Roundstone By-pass Road	151	1130	0	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
From	1 - A280	0	2	0	4	4
	2 - A259 E	3	0	0	6	3
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	2	3	0	0	0
	5 - Roundstone By-pass Road	10	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.36	5.06	0.6	A	344	515
2 - A259 E	0.44	2.91	0.8	A	842	1262
3 - Access						
4 - Old Worthing Road	0.57	7.30	1.3	A	552	829
5 - Roundstone By-pass Road	0.66	4.93	1.9	A	1185	1778

Main Results for each time segment

07:45 - 08:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	282	70	1221	1479	0.191	281	254	0.0	0.2	3.115	A
2 - A259 E	690	173	247	2359	0.293	689	1255	0.0	0.4	2.230	A
3 - Access			936				0				
4 - Old Worthing Road	453	113	749	1352	0.335	451	186	0.0	0.5	4.088	A
5 - Roundstone By-pass Road	972	243	506	2327	0.418	969	695	0.0	0.7	2.717	A

08:00 - 08:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	337	84	1461	1341	0.251	336	304	0.2	0.3	3.715	A
2 - A259 E	824	206	295	2329	0.354	824	1501	0.4	0.6	2.476	A
3 - Access			1119				0				
4 - Old Worthing Road	541	135	897	1274	0.425	540	223	0.5	0.7	5.020	A
5 - Roundstone By-pass Road	1161	290	605	2261	0.513	1160	832	0.7	1.1	3.351	A

08:15 - 08:30

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	412	103	1787	1153	0.357	411	372	0.3	0.6	5.027	A
2 - A259 E	1010	252	362	2288	0.441	1009	1836	0.6	0.8	2.912	A
3 - Access			1370				0				
4 - Old Worthing Road	663	166	1097	1169	0.567	661	273	0.7	1.3	7.231	A
5 - Roundstone By-pass Road	1422	356	740	2173	0.655	1419	1018	1.1	1.9	4.883	A

08:30 - 08:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	412	103	1791	1151	0.358	412	373	0.6	0.6	5.058	A
2 - A259 E	1010	252	362	2288	0.441	1010	1841	0.8	0.8	2.915	A
3 - Access			1372				0				
4 - Old Worthing Road	663	166	1099	1168	0.568	663	273	1.3	1.3	7.301	A
5 - Roundstone By-pass Road	1422	356	742	2171	0.655	1422	1019	1.9	1.9	4.935	A

08:45 - 09:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	337	84	1468	1337	0.252	337	305	0.6	0.4	3.740	A
2 - A259 E	824	206	297	2328	0.354	825	1508	0.8	0.6	2.483	A
3 - Access			1122				0				
4 - Old Worthing Road	541	135	899	1273	0.425	544	223	1.3	0.8	5.073	A
5 - Roundstone By-pass Road	1161	290	609	2259	0.514	1164	834	1.9	1.1	3.388	A

09:00 - 09:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	282	70	1227	1475	0.191	282	255	0.4	0.2	3.134	A
2 - A259 E	690	173	248	2358	0.293	691	1261	0.6	0.4	2.236	A
3 - Access			939				0				
4 - Old Worthing Road	453	113	752	1350	0.336	454	187	0.8	0.5	4.122	A
5 - Roundstone By-pass Road	972	243	509	2325	0.418	974	698	1.1	0.7	2.738	A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2022	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G2

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	418	100.000
2 - A259 E		ONE HOUR	✓	1403	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	208	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1396	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
From	1 - A280	0	27	0	158	233
	2 - A259 E	131	0	0	177	1096
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	41	155	0	0	12
	5 - Roundstone By-pass Road	185	1153	0	58	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	0	0	4	2
	2 - A259 E	2	0	0	1	2
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	0	3	0	0	9
	5 - Roundstone By-pass Road	4	1	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.35	4.32	0.5	A	383	575
2 - A259 E	0.70	5.53	2.3	A	1288	1932
3 - Access						
4 - Old Worthing Road	0.25	5.53	0.4	A	191	287
5 - Roundstone By-pass Road	0.63	4.12	1.7	A	1281	1921

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	315	79	1026	1591	0.198	314	267	0.0	0.3	2.887	A
2 - A259 E	1057	264	337	2303	0.459	1053	1002	0.0	0.9	2.919	A
3 - Access			1390				0				
4 - Old Worthing Road	157	39	1095	1170	0.134	156	295	0.0	0.2	3.659	A
5 - Roundstone By-pass Road	1051	263	245	2498	0.421	1048	1006	0.0	0.7	2.509	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	376	94	1227	1475	0.255	375	320	0.3	0.3	3.358	A
2 - A259 E	1262	315	403	2263	0.558	1260	1199	0.9	1.3	3.642	A
3 - Access			1663				0				
4 - Old Worthing Road	187	47	1311	1057	0.177	187	353	0.2	0.2	4.265	A
5 - Roundstone By-pass Road	1255	314	294	2467	0.509	1254	1204	0.7	1.0	3.004	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	460	115	1502	1317	0.349	459	391	0.3	0.5	4.302	A
2 - A259 E	1545	386	494	2207	0.700	1541	1468	1.3	2.3	5.455	A
3 - Access			2035				0				
4 - Old Worthing Road	229	57	1603	903	0.254	229	432	0.2	0.3	5.502	A
5 - Roundstone By-pass Road	1537	384	359	2423	0.634	1534	1473	1.0	1.7	4.101	A

17:30 - 17:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	460	115	1505	1315	0.350	460	392	0.5	0.5	4.316	A
2 - A259 E	1545	386	494	2207	0.700	1545	1470	2.3	2.3	5.526	A
3 - Access			2040				0				
4 - Old Worthing Road	229	57	1607	901	0.255	229	433	0.3	0.4	5.525	A
5 - Roundstone By-pass Road	1537	384	360	2423	0.634	1537	1476	1.7	1.7	4.116	A

17:45 - 18:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	376	94	1231	1472	0.255	376	321	0.5	0.4	3.370	A
2 - A259 E	1262	315	405	2262	0.558	1266	1203	2.3	1.3	3.687	A
3 - Access			1671				0				
4 - Old Worthing Road	187	47	1316	1054	0.178	188	354	0.4	0.2	4.287	A
5 - Roundstone By-pass Road	1255	314	295	2466	0.509	1258	1209	1.7	1.1	3.024	A

18:00 - 18:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	315	79	1030	1588	0.198	315	269	0.4	0.3	2.900	A
2 - A259 E	1057	264	339	2302	0.459	1058	1007	1.3	0.9	2.946	A
3 - Access			1397				0				
4 - Old Worthing Road	157	39	1101	1167	0.134	157	296	0.2	0.2	3.676	A
5 - Roundstone By-pass Road	1051	263	247	2498	0.421	1052	1011	1.1	0.7	2.526	A

2022 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2022 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D7

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	374	100.000
2 - A259 E		ONE HOUR	✓	917	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	602	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1292	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	56	0	74	244
	2 - A259 E	86	0	0	163	668
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	101	487	0	0	14
	5 - Roundstone By-pass Road	151	1130	0	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	2	0	4	4
	2 - A259 E	3	0	0	6	3
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	2	3	0	0	0
	5 - Roundstone By-pass Road	10	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.36	5.06	0.6	A	344	515
2 - A259 E	0.44	2.91	0.8	A	842	1262
3 - Access						
4 - Old Worthing Road	0.57	7.30	1.3	A	552	829
5 - Roundstone By-pass Road	0.66	4.93	1.9	A	1185	1778

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	282	70	1221	1479	0.191	281	254	0.0	0.2	3.115	A
2 - A259 E	690	173	247	2359	0.293	689	1255	0.0	0.4	2.230	A
3 - Access			936				0				
4 - Old Worthing Road	453	113	749	1352	0.335	451	186	0.0	0.5	4.088	A
5 - Roundstone By-pass Road	972	243	506	2327	0.418	969	695	0.0	0.7	2.717	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	337	84	1461	1341	0.251	336	304	0.2	0.3	3.715	A
2 - A259 E	824	206	295	2329	0.354	824	1501	0.4	0.6	2.476	A
3 - Access			1119				0				
4 - Old Worthing Road	541	135	897	1274	0.425	540	223	0.5	0.7	5.020	A
5 - Roundstone By-pass Road	1161	290	605	2261	0.513	1160	832	0.7	1.1	3.351	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	412	103	1787	1153	0.357	411	372	0.3	0.6	5.027	A
2 - A259 E	1010	252	362	2288	0.441	1009	1836	0.6	0.8	2.912	A
3 - Access			1370				0				
4 - Old Worthing Road	663	166	1097	1169	0.567	661	273	0.7	1.3	7.231	A
5 - Roundstone By-pass Road	1422	356	740	2173	0.655	1419	1018	1.1	1.9	4.883	A

08:30 - 08:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	412	103	1791	1151	0.358	412	373	0.6	0.6	5.058	A
2 - A259 E	1010	252	362	2288	0.441	1010	1841	0.8	0.8	2.915	A
3 - Access			1372				0				
4 - Old Worthing Road	663	166	1099	1168	0.568	663	273	1.3	1.3	7.301	A
5 - Roundstone By-pass Road	1422	356	742	2171	0.655	1422	1019	1.9	1.9	4.935	A

08:45 - 08:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	337	84	1468	1337	0.252	337	305	0.6	0.4	3.742	A
2 - A259 E	824	206	297	2328	0.354	825	1508	0.8	0.6	2.481	A
3 - Access			1122				0				
4 - Old Worthing Road	541	135	899	1273	0.425	544	223	1.3	0.8	5.073	A
5 - Roundstone By-pass Road	1161	290	609	2259	0.514	1164	834	1.9	1.1	3.386	A

08:00 - 08:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	282	70	1227	1475	0.191	282	255	0.4	0.2	3.131	A
2 - A259 E	690	173	248	2358	0.293	691	1261	0.6	0.4	2.237	A
3 - Access			939				0				
4 - Old Worthing Road	453	113	752	1350	0.336	454	187	0.8	0.5	4.122	A
5 - Roundstone By-pass Road	972	243	509	2325	0.418	974	698	1.1	0.7	2.738	A

2022 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2022 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	418	100.000
2 - A259 E		ONE HOUR	✓	1403	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	208	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1396	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	27	0	158	233
	2 - A259 E	131	0	0	177	1096
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	41	155	0	0	12
	5 - Roundstone By-pass Road	185	1153	0	58	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	0	0	4	2
	2 - A259 E	2	0	0	1	2
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	0	3	0	0	9
	5 - Roundstone By-pass Road	4	1	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.35	4.32	0.5	A	383	575
2 - A259 E	0.70	5.53	2.3	A	1288	1932
3 - Access						
4 - Old Worthing Road	0.25	5.53	0.4	A	191	287
5 - Roundstone By-pass Road	0.63	4.12	1.7	A	1281	1921

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	315	79	1026	1591	0.198	314	267	0.0	0.3	2.887	A
2 - A259 E	1057	264	337	2303	0.459	1053	1002	0.0	0.9	2.919	A
3 - Access			1390				0				
4 - Old Worthing Road	157	39	1095	1170	0.134	156	295	0.0	0.2	3.659	A
5 - Roundstone By-pass Road	1051	263	245	2498	0.421	1048	1006	0.0	0.7	2.509	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	376	94	1227	1475	0.255	375	320	0.3	0.3	3.358	A
2 - A259 E	1262	315	403	2263	0.558	1260	1199	0.9	1.3	3.642	A
3 - Access			1663				0				
4 - Old Worthing Road	187	47	1311	1057	0.177	187	353	0.2	0.2	4.265	A
5 - Roundstone By-pass Road	1255	314	294	2467	0.509	1254	1204	0.7	1.0	3.004	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	460	115	1502	1317	0.349	459	391	0.3	0.5	4.302	A
2 - A259 E	1545	386	494	2207	0.700	1541	1468	1.3	2.3	5.455	A
3 - Access			2035				0				
4 - Old Worthing Road	229	57	1603	903	0.254	229	432	0.2	0.3	5.502	A
5 - Roundstone By-pass Road	1537	384	359	2423	0.634	1534	1473	1.0	1.7	4.101	A

17:30 - 17:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	460	115	1505	1315	0.350	460	392	0.5	0.5	4.316	A
2 - A259 E	1545	386	494	2207	0.700	1545	1470	2.3	2.3	5.526	A
3 - Access			2040				0				
4 - Old Worthing Road	229	57	1607	901	0.255	229	433	0.3	0.4	5.525	A
5 - Roundstone By-pass Road	1537	384	360	2423	0.634	1537	1476	1.7	1.7	4.116	A

17:45 - 18:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	376	94	1231	1472	0.255	376	321	0.5	0.4	3.373	A
2 - A259 E	1262	315	405	2262	0.558	1266	1203	2.3	1.3	3.690	A
3 - Access			1671				0				
4 - Old Worthing Road	187	47	1316	1054	0.178	188	354	0.4	0.2	4.287	A
5 - Roundstone By-pass Road	1255	314	295	2466	0.509	1258	1209	1.7	1.1	3.024	A

18:00 - 18:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	315	79	1030	1588	0.198	315	269	0.4	0.3	2.900	A
2 - A259 E	1057	264	339	2302	0.459	1058	1007	1.3	0.9	2.946	A
3 - Access			1397				0				
4 - Old Worthing Road	157	39	1101	1167	0.134	157	296	0.2	0.2	3.673	A
5 - Roundstone By-pass Road	1051	263	247	2498	0.421	1052	1011	1.1	0.7	2.526	A

2027 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2027 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	391	100.000
2 - A259 E		ONE HOUR	✓	958	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	629	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1350	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	59	0	78	255
	2 - A259 E	90	0	0	170	698
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	106	509	0	0	15
	5 - Roundstone By-pass Road	158	1181	0	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	2	0	4	4
	2 - A259 E	3	0	0	6	3
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	2	3	0	0	0
	5 - Roundstone By-pass Road	10	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.39	5.55	0.7	A	359	539
2 - A259 E	0.46	3.05	0.9	A	879	1319
3 - Access						
4 - Old Worthing Road	0.61	8.21	1.6	A	577	866
5 - Roundstone By-pass Road	0.69	5.57	2.3	A	1239	1858

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	295	74	1276	1447	0.204	294	266	0.0	0.3	3.234	A
2 - A259 E	722	180	258	2352	0.307	720	1311	0.0	0.5	2.281	A
3 - Access			978				0				
4 - Old Worthing Road	474	118	783	1334	0.355	471	195	0.0	0.6	4.266	A
5 - Roundstone By-pass Road	1016	254	528	2312	0.439	1013	726	0.0	0.8	2.838	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	352	88	1526	1303	0.270	351	318	0.3	0.4	3.923	A
2 - A259 E	862	215	309	2321	0.371	861	1569	0.5	0.6	2.551	A
3 - Access			1170				0				
4 - Old Worthing Road	566	141	937	1253	0.451	565	233	0.6	0.8	5.349	A
5 - Roundstone By-pass Road	1213	303	632	2244	0.541	1212	869	0.8	1.2	3.579	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	431	108	1866	1108	0.389	430	389	0.4	0.7	5.500	A
2 - A259 E	1055	264	378	2278	0.463	1054	1918	0.6	0.9	3.041	A
3 - Access			1432				0				
4 - Old Worthing Road	693	173	1147	1143	0.606	690	285	0.8	1.5	8.098	A
5 - Roundstone By-pass Road	1486	372	773	2151	0.691	1482	1064	1.2	2.3	5.491	A

08:30 - 08:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	431	108	1872	1104	0.390	431	390	0.7	0.7	5.545	A
2 - A259 E	1055	264	379	2278	0.463	1055	1924	0.9	0.9	3.047	A
3 - Access			1434				0				
4 - Old Worthing Road	693	173	1148	1142	0.607	693	286	1.5	1.6	8.209	A
5 - Roundstone By-pass Road	1486	372	776	2149	0.692	1486	1065	2.3	2.3	5.573	A

08:45 - 08:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	352	88	1535	1298	0.271	353	319	0.7	0.4	3.956	A
2 - A259 E	862	215	310	2320	0.371	863	1577	0.9	0.6	2.558	A
3 - Access			1173				0				
4 - Old Worthing Road	566	141	939	1252	0.452	568	234	1.6	0.9	5.420	A
5 - Roundstone By-pass Road	1213	303	636	2241	0.541	1218	871	2.3	1.2	3.629	A

08:00 - 08:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	295	74	1283	1443	0.204	295	267	0.4	0.3	3.253	A
2 - A259 E	722	180	259	2351	0.307	722	1318	0.6	0.5	2.288	A
3 - Access			982				0				
4 - Old Worthing Road	474	118	786	1333	0.355	475	195	0.9	0.6	4.307	A
5 - Roundstone By-pass Road	1016	254	532	2310	0.440	1018	729	1.2	0.8	2.866	A

2027 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2027 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	437	100.000
2 - A259 E		ONE HOUR	✓	1468	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	218	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1460	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	28	0	165	244
	2 - A259 E	137	0	0	185	1146
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	43	163	0	0	12
	5 - Roundstone By-pass Road	193	1206	0	61	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	0	0	4	2
	2 - A259 E	2	0	0	1	2
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	0	3	0	0	9
	5 - Roundstone By-pass Road	4	1	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.38	4.65	0.6	A	401	602
2 - A259 E	0.74	6.34	2.8	A	1347	2021
3 - Access						
4 - Old Worthing Road	0.28	5.97	0.4	A	200	300
5 - Roundstone By-pass Road	0.67	4.53	2.0	A	1340	2010

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	329	82	1073	1563	0.210	328	280	0.0	0.3	2.986	A
2 - A259 E	1105	276	353	2294	0.482	1102	1049	0.0	0.9	3.068	A
3 - Access			1454				0				
4 - Old Worthing Road	164	41	1146	1143	0.144	163	308	0.0	0.2	3.784	A
5 - Roundstone By-pass Road	1099	275	257	2491	0.441	1096	1052	0.0	0.8	2.609	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	393	98	1284	1442	0.272	392	335	0.3	0.4	3.515	A
2 - A259 E	1320	330	422	2251	0.586	1318	1255	0.9	1.4	3.911	A
3 - Access			1740				0				
4 - Old Worthing Road	196	49	1371	1025	0.191	196	369	0.2	0.2	4.473	A
5 - Roundstone By-pass Road	1313	328	307	2458	0.534	1311	1259	0.8	1.2	3.177	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	481	120	1571	1277	0.377	480	409	0.4	0.6	4.626	A
2 - A259 E	1617	404	516	2194	0.737	1611	1535	1.4	2.8	6.223	A
3 - Access			2127				0				
4 - Old Worthing Road	240	60	1676	865	0.278	239	451	0.2	0.4	5.931	A
5 - Roundstone By-pass Road	1608	402	376	2413	0.666	1604	1540	1.2	2.0	4.494	A

17:30 - 17:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	481	120	1574	1275	0.377	481	410	0.6	0.6	4.649	A
2 - A259 E	1617	404	517	2193	0.737	1616	1538	2.8	2.8	6.341	A
3 - Access			2134				0				
4 - Old Worthing Road	240	60	1681	862	0.278	240	453	0.4	0.4	5.966	A
5 - Roundstone By-pass Road	1608	402	377	2412	0.667	1608	1544	2.0	2.0	4.535	A

17:45 - 18:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	393	98	1289	1439	0.273	394	336	0.6	0.4	3.536	A
2 - A259 E	1320	330	423	2250	0.587	1325	1259	2.8	1.5	3.978	A
3 - Access			1749				0				
4 - Old Worthing Road	196	49	1378	1021	0.192	197	371	0.4	0.2	4.502	A
5 - Roundstone By-pass Road	1313	328	309	2457	0.534	1316	1266	2.0	1.2	3.208	A

18:00 - 18:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	329	82	1078	1561	0.211	330	281	0.4	0.3	3.001	A
2 - A259 E	1105	276	354	2293	0.482	1107	1053	1.5	1.0	3.090	A
3 - Access			1462				0				
4 - Old Worthing Road	164	41	1152	1140	0.144	164	310	0.2	0.2	3.802	A
5 - Roundstone By-pass Road	1099	275	258	2490	0.442	1101	1058	1.2	0.8	2.629	A

2022 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2022 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D9+D13

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	376	100.000
2 - A259 E		ONE HOUR	✓	945	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	603	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1294	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
From	1 - A280	0	56	2	74	244
	2 - A259 E	91	12	0	165	676
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	101	487	1	0	14
	5 - Roundstone By-pass Road	151	1130	3	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	2	0	4	4
	2 - A259 E	2	0	0	6	3
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	2	3	0	0	0
	5 - Roundstone By-pass Road	10	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.36	5.14	0.6	A	345	518
2 - A259 E	0.46	2.99	0.9	A	867	1301
3 - Access						
4 - Old Worthing Road	0.58	7.54	1.4	A	553	830
5 - Roundstone By-pass Road	0.66	5.04	2.0	A	1187	1781

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	283	71	1233	1472	0.192	282	258	0.0	0.2	3.135	A
2 - A259 E	712	178	251	2356	0.302	710	1264	0.0	0.4	2.259	A
3 - Access			957				4				
4 - Old Worthing Road	454	114	768	1342	0.338	452	188	0.0	0.5	4.138	A
5 - Roundstone By-pass Road	974	244	519	2318	0.420	971	701	0.0	0.7	2.739	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	338	85	1475	1332	0.254	338	309	0.2	0.4	3.751	A
2 - A259 E	850	212	300	2326	0.365	849	1513	0.4	0.6	2.519	A
3 - Access			1145				5				
4 - Old Worthing Road	542	136	919	1262	0.429	541	225	0.5	0.8	5.110	A
5 - Roundstone By-pass Road	1163	291	622	2250	0.517	1162	839	0.7	1.1	3.391	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	414	104	1804	1143	0.362	413	378	0.4	0.6	5.108	A
2 - A259 E	1041	260	367	2285	0.455	1040	1850	0.6	0.9	2.986	A
3 - Access			1401				6				
4 - Old Worthing Road	664	166	1125	1154	0.575	662	276	0.8	1.4	7.458	A
5 - Roundstone By-pass Road	1425	356	760	2159	0.660	1421	1027	1.1	2.0	4.986	A

08:30 - 08:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	414	104	1809	1140	0.363	414	379	0.6	0.6	5.140	A
2 - A259 E	1041	260	368	2284	0.456	1041	1855	0.9	0.9	2.992	A
3 - Access			1403				6				
4 - Old Worthing Road	664	166	1127	1153	0.576	664	276	1.4	1.4	7.537	A
5 - Roundstone By-pass Road	1425	356	763	2158	0.660	1425	1028	2.0	2.0	5.044	A

08:45 - 08:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	338	85	1482	1328	0.255	339	310	0.6	0.4	3.779	A
2 - A259 E	850	212	301	2325	0.365	851	1520	0.9	0.6	2.526	A
3 - Access			1147				5				
4 - Old Worthing Road	542	136	922	1261	0.430	545	226	1.4	0.8	5.167	A
5 - Roundstone By-pass Road	1163	291	625	2248	0.517	1167	841	2.0	1.1	3.431	A

08:00 - 08:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	283	71	1239	1468	0.193	284	259	0.4	0.2	3.155	A
2 - A259 E	712	178	252	2355	0.302	712	1271	0.6	0.4	2.265	A
3 - Access			960				4				
4 - Old Worthing Road	454	114	771	1340	0.339	455	189	0.8	0.5	4.172	A
5 - Roundstone By-pass Road	974	244	523	2316	0.421	976	704	1.1	0.7	2.763	A

2022 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2022 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10+D14

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	423	100.000
2 - A259 E		ONE HOUR	✓	1416	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	210	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1404	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
From	1 - A280	0	27	5	158	233
	2 - A259 E	133	6	0	178	1100
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	41	155	2	0	12
	5 - Roundstone By-pass Road	185	1153	8	58	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	0	0	4	2
	2 - A259 E	2	0	0	1	2
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	0	3	0	0	9
	5 - Roundstone By-pass Road	4	1	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.36	4.40	0.6	A	388	582
2 - A259 E	0.71	5.74	2.5	A	1300	1950
3 - Access						
4 - Old Worthing Road	0.26	5.60	0.4	A	193	290
5 - Roundstone By-pass Road	0.64	4.19	1.8	A	1288	1932

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	318	80	1038	1584	0.201	317	269	0.0	0.3	2.912	A
2 - A259 E	1066	267	348	2296	0.464	1063	1007	0.0	0.9	2.956	A
3 - Access			1400				11				
4 - Old Worthing Road	158	40	1104	1165	0.136	158	296	0.0	0.2	3.680	A
5 - Roundstone By-pass Road	1057	264	253	2494	0.424	1054	1009	0.0	0.7	2.528	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	380	95	1242	1466	0.259	380	322	0.3	0.4	3.397	A
2 - A259 E	1273	318	417	2254	0.565	1272	1205	0.9	1.3	3.715	A
3 - Access			1675				13				
4 - Old Worthing Road	189	47	1321	1051	0.180	189	354	0.2	0.2	4.301	A
5 - Roundstone By-pass Road	1262	316	303	2461	0.513	1261	1207	0.7	1.1	3.036	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	466	116	1520	1307	0.356	465	394	0.4	0.6	4.378	A
2 - A259 E	1560	390	510	2197	0.710	1555	1474	1.3	2.4	5.656	A
3 - Access			2049				16				
4 - Old Worthing Road	232	58	1616	896	0.258	231	433	0.2	0.4	5.572	A
5 - Roundstone By-pass Road	1546	386	370	2416	0.640	1543	1477	1.1	1.8	4.162	A

17:30 - 17:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	466	116	1522	1305	0.357	466	394	0.6	0.6	4.396	A
2 - A259 E	1560	390	511	2197	0.710	1559	1477	2.4	2.5	5.737	A
3 - Access			2054				17				
4 - Old Worthing Road	232	58	1620	894	0.259	232	434	0.4	0.4	5.600	A
5 - Roundstone By-pass Road	1546	386	371	2416	0.640	1546	1481	1.8	1.8	4.192	A

17:45 - 18:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	380	95	1246	1464	0.260	381	323	0.6	0.4	3.412	A
2 - A259 E	1273	318	418	2254	0.565	1278	1209	2.5	1.3	3.767	A
3 - Access			1683				14				
4 - Old Worthing Road	189	47	1327	1048	0.180	190	355	0.4	0.2	4.326	A
5 - Roundstone By-pass Road	1262	316	304	2460	0.513	1265	1213	1.8	1.1	3.060	A

18:00 - 18:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	318	80	1042	1581	0.201	319	270	0.4	0.3	2.924	A
2 - A259 E	1066	267	350	2296	0.465	1068	1011	1.3	0.9	2.983	A
3 - Access			1407				11				
4 - Old Worthing Road	158	40	1110	1162	0.136	159	297	0.2	0.2	3.698	A
5 - Roundstone By-pass Road	1057	264	254	2493	0.424	1058	1014	1.1	0.7	2.546	A

2027 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D17	2027 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D13

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	393	100.000
2 - A259 E		ONE HOUR	✓	986	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	630	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1352	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
From	1 - A280	0	59	2	78	255
	2 - A259 E	95	12	0	173	706
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	106	509	1	0	15
	5 - Roundstone By-pass Road	158	1181	3	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	2	0	4	4
	2 - A259 E	2	0	0	6	3
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	2	3	0	0	0
	5 - Roundstone By-pass Road	10	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.40	5.64	0.7	A	361	541
2 - A259 E	0.48	3.13	0.9	A	905	1358
3 - Access						
4 - Old Worthing Road	0.62	8.51	1.6	A	578	867
5 - Roundstone By-pass Road	0.70	5.71	2.3	A	1241	1861

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	296	74	1287	1440	0.205	295	269	0.0	0.3	3.257	A
2 - A259 E	743	186	262	2349	0.316	741	1320	0.0	0.5	2.311	A
3 - Access			999				4				
4 - Old Worthing Road	474	119	802	1324	0.358	472	197	0.0	0.6	4.320	A
5 - Roundstone By-pass Road	1018	255	542	2303	0.442	1015	732	0.0	0.8	2.862	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	353	88	1541	1295	0.273	353	322	0.3	0.4	3.962	A
2 - A259 E	887	222	313	2318	0.383	886	1580	0.5	0.6	2.598	A
3 - Access			1195				5				
4 - Old Worthing Road	567	142	960	1241	0.456	565	235	0.6	0.9	5.451	A
5 - Roundstone By-pass Road	1216	304	649	2233	0.545	1214	876	0.8	1.2	3.623	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	433	108	1883	1098	0.394	431	394	0.4	0.7	5.597	A
2 - A259 E	1086	272	383	2275	0.477	1085	1932	0.6	0.9	3.125	A
3 - Access			1463				6				
4 - Old Worthing Road	694	173	1175	1128	0.615	691	288	0.9	1.6	8.381	A
5 - Roundstone By-pass Road	1489	372	793	2138	0.697	1485	1072	1.2	2.3	5.622	A

08:30 - 08:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	433	108	1890	1094	0.395	433	395	0.7	0.7	5.644	A
2 - A259 E	1086	272	384	2274	0.478	1086	1938	0.9	0.9	3.132	A
3 - Access			1465				6				
4 - Old Worthing Road	694	173	1176	1127	0.616	694	288	1.6	1.6	8.508	A
5 - Roundstone By-pass Road	1489	372	796	2136	0.697	1489	1074	2.3	2.3	5.713	A

08:45 - 08:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	353	88	1549	1290	0.274	354	324	0.7	0.4	3.996	A
2 - A259 E	887	222	315	2317	0.383	888	1589	0.9	0.6	2.606	A
3 - Access			1198				5				
4 - Old Worthing Road	567	142	962	1240	0.457	570	236	1.6	0.9	5.530	A
5 - Roundstone By-pass Road	1216	304	653	2230	0.545	1220	879	2.3	1.2	3.675	A

08:00 - 08:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	296	74	1295	1436	0.206	296	271	0.4	0.3	3.279	A
2 - A259 E	743	186	263	2349	0.316	743	1328	0.6	0.5	2.321	A
3 - Access			1003				4				
4 - Old Worthing Road	474	119	805	1322	0.359	476	197	0.9	0.6	4.363	A
5 - Roundstone By-pass Road	1018	255	546	2301	0.443	1020	735	1.2	0.8	2.889	A

2027 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D18	2027 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D14

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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	442	100.000
2 - A259 E		ONE HOUR	✓	1481	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	220	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1468	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
From	1 - A280	0	28	5	165	244
	2 - A259 E	139	6	0	186	1150
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	43	163	2	0	12
	5 - Roundstone By-pass Road	193	1206	8	61	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	0	0	4	2
	2 - A259 E	2	0	0	1	2
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	0	3	0	0	9
	5 - Roundstone By-pass Road	4	1	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.38	4.74	0.6	A	406	608
2 - A259 E	0.75	6.62	3.0	A	1359	2039
3 - Access						
4 - Old Worthing Road	0.28	6.05	0.4	A	202	303
5 - Roundstone By-pass Road	0.67	4.63	2.1	A	1347	2021

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	333	83	1085	1557	0.214	332	281	0.0	0.3	3.011	A
2 - A259 E	1115	279	364	2287	0.488	1111	1053	0.0	1.0	3.101	A
3 - Access			1464				11				
4 - Old Worthing Road	166	41	1155	1139	0.145	165	309	0.0	0.2	3.808	A
5 - Roundstone By-pass Road	1105	276	264	2486	0.445	1102	1055	0.0	0.8	2.630	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	397	99	1298	1434	0.277	397	336	0.3	0.4	3.557	A
2 - A259 E	1332	333	435	2243	0.594	1330	1260	1.0	1.5	3.995	A
3 - Access			1751				13				
4 - Old Worthing Road	198	49	1381	1019	0.194	197	370	0.2	0.2	4.512	A
5 - Roundstone By-pass Road	1320	330	316	2452	0.538	1319	1263	0.8	1.2	3.213	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	487	122	1588	1267	0.384	486	411	0.4	0.6	4.717	A
2 - A259 E	1631	408	533	2183	0.747	1625	1541	1.5	2.9	6.484	A
3 - Access			2141				16				
4 - Old Worthing Road	242	61	1689	858	0.282	242	452	0.2	0.4	6.013	A
5 - Roundstone By-pass Road	1617	404	387	2405	0.672	1613	1544	1.2	2.0	4.583	A

17:30 - 17:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	487	122	1592	1265	0.385	487	413	0.6	0.6	4.741	A
2 - A259 E	1631	408	534	2183	0.747	1631	1545	2.9	3.0	6.621	A
3 - Access			2148				17				
4 - Old Worthing Road	242	61	1694	855	0.283	242	454	0.4	0.4	6.053	A
5 - Roundstone By-pass Road	1617	404	388	2405	0.672	1617	1549	2.0	2.1	4.627	A

17:45 - 18:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	397	99	1303	1431	0.278	398	338	0.6	0.4	3.579	A
2 - A259 E	1332	333	437	2242	0.594	1337	1265	3.0	1.5	4.068	A
3 - Access			1761				14				
4 - Old Worthing Road	198	49	1389	1015	0.195	198	372	0.4	0.3	4.543	A
5 - Roundstone By-pass Road	1320	330	318	2451	0.539	1323	1270	2.1	1.2	3.244	A

18:00 - 18:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	333	83	1090	1554	0.214	333	283	0.4	0.3	3.027	A
2 - A259 E	1115	279	366	2286	0.488	1117	1058	1.5	1.0	3.134	A
3 - Access			1471				11				
4 - Old Worthing Road	166	41	1161	1136	0.146	166	311	0.3	0.2	3.828	A
5 - Roundstone By-pass Road	1105	276	266	2485	0.445	1107	1061	1.2	0.8	2.650	A

2022 20% Uplift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2022 20% Uplift	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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	373	100.000
2 - A259 E		ONE HOUR	✓	1100	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	602	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1292	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	56	0	74	244
	2 - A259 E	104	0	0	195	801
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	101	487	0	0	14
	5 - Roundstone By-pass Road	151	1130	0	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	2	0	4	4
	2 - A259 E	3	0	0	6	3
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	2	3	0	0	0
	5 - Roundstone By-pass Road	10	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.36	5.05	0.6	A	343	514
2 - A259 E	0.53	3.46	1.2	A	1009	1514
3 - Access						
4 - Old Worthing Road	0.61	8.83	1.6	A	552	828
5 - Roundstone By-pass Road	0.66	5.02	2.0	A	1185	1778

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	281	70	1221	1478	0.190	280	267	0.0	0.2	3.113	A
2 - A259 E	828	207	246	2359	0.351	826	1255	0.0	0.6	2.428	A
3 - Access			1072				0				
4 - Old Worthing Road	453	113	863	1292	0.351	451	210	0.0	0.5	4.374	A
5 - Roundstone By-pass Road	972	243	519	2318	0.419	969	795	0.0	0.7	2.735	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	336	84	1461	1340	0.250	335	320	0.2	0.3	3.713	A
2 - A259 E	989	247	295	2329	0.425	988	1501	0.6	0.8	2.777	A
3 - Access			1283				0				
4 - Old Worthing Road	541	135	1032	1203	0.450	540	251	0.5	0.8	5.555	A
5 - Roundstone By-pass Road	1161	290	621	2251	0.516	1160	951	0.7	1.1	3.383	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	411	103	1787	1153	0.356	410	391	0.3	0.6	5.019	A
2 - A259 E	1211	303	361	2289	0.529	1210	1836	0.8	1.2	3.449	A
3 - Access			1570				0				
4 - Old Worthing Road	663	166	1263	1082	0.613	660	307	0.8	1.6	8.684	A
5 - Roundstone By-pass Road	1422	356	759	2160	0.658	1419	1164	1.1	1.9	4.963	A

08:30 - 08:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	411	103	1792	1150	0.357	411	392	0.6	0.6	5.052	A
2 - A259 E	1211	303	362	2288	0.529	1211	1841	1.2	1.2	3.458	A
3 - Access			1573				0				
4 - Old Worthing Road	663	166	1265	1081	0.613	663	308	1.6	1.6	8.826	A
5 - Roundstone By-pass Road	1422	356	762	2158	0.659	1422	1166	1.9	2.0	5.021	A

08:45 - 08:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	336	84	1469	1336	0.251	336	321	0.6	0.3	3.738	A
2 - A259 E	989	247	296	2328	0.425	990	1509	1.2	0.8	2.789	A
3 - Access			1286				0				
4 - Old Worthing Road	541	135	1035	1202	0.450	544	252	1.6	0.8	5.638	A
5 - Roundstone By-pass Road	1161	290	625	2248	0.516	1165	954	2.0	1.1	3.424	A

08:00 - 08:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	281	70	1228	1475	0.191	281	268	0.3	0.2	3.132	A
2 - A259 E	828	207	248	2358	0.351	829	1261	0.8	0.6	2.439	A
3 - Access			1077				0				
4 - Old Worthing Road	453	113	866	1291	0.351	454	211	0.8	0.6	4.418	A
5 - Roundstone By-pass Road	972	243	522	2316	0.420	974	798	1.1	0.7	2.758	A

2027 + CD 20% Uplift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2027 + CD 20% Uplift	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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	392	100.000
2 - A259 E		ONE HOUR	✓	1150	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	630	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1350	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
From	1 - A280	0	59	0	78	255
	2 - A259 E	108	0	0	204	838
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	106	509	0	0	15
	5 - Roundstone By-pass Road	158	1181	0	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	2	0	4	4
	2 - A259 E	3	0	0	6	3
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	2	3	0	0	0
	5 - Roundstone By-pass Road	10	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.39	5.56	0.7	A	360	540
2 - A259 E	0.56	3.68	1.3	A	1055	1583
3 - Access						
4 - Old Worthing Road	0.66	10.31	2.0	B	578	867
5 - Roundstone By-pass Road	0.70	5.69	2.3	A	1239	1858

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	295	74	1276	1447	0.204	294	279	0.0	0.3	3.236	A
2 - A259 E	866	216	258	2352	0.368	863	1312	0.0	0.6	2.499	A
3 - Access			1122				0				
4 - Old Worthing Road	474	118	902	1272	0.373	472	220	0.0	0.6	4.597	A
5 - Roundstone By-pass Road	1016	254	542	2303	0.441	1013	831	0.0	0.8	2.858	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	352	88	1527	1303	0.271	352	334	0.3	0.4	3.926	A
2 - A259 E	1034	258	309	2321	0.446	1033	1570	0.6	0.8	2.893	A
3 - Access			1342				0				
4 - Old Worthing Road	566	141	1079	1179	0.480	565	263	0.6	0.9	5.996	A
5 - Roundstone By-pass Road	1214	303	649	2233	0.544	1212	995	0.8	1.2	3.615	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	432	108	1866	1108	0.390	431	408	0.4	0.7	5.506	A
2 - A259 E	1266	317	378	2278	0.556	1264	1919	0.8	1.3	3.669	A
3 - Access			1642				0				
4 - Old Worthing Road	693	173	1320	1052	0.659	689	322	0.9	1.9	10.073	B
5 - Roundstone By-pass Road	1487	372	792	2138	0.695	1482	1217	1.2	2.3	5.598	A

08:30 - 08:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	432	108	1873	1104	0.391	432	410	0.7	0.7	5.555	A
2 - A259 E	1266	317	379	2278	0.556	1266	1925	1.3	1.3	3.683	A
3 - Access			1645				0				
4 - Old Worthing Road	693	173	1322	1051	0.660	693	323	1.9	2.0	10.311	B
5 - Roundstone By-pass Road	1487	372	796	2136	0.696	1486	1219	2.3	2.3	5.691	A

08:45 - 08:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	352	88	1536	1297	0.272	353	336	0.7	0.4	3.961	A
2 - A259 E	1034	258	310	2320	0.446	1036	1579	1.3	0.8	2.905	A
3 - Access			1346				0				
4 - Old Worthing Road	566	141	1082	1177	0.481	570	264	2.0	1.0	6.119	A
5 - Roundstone By-pass Road	1214	303	654	2229	0.544	1218	998	2.3	1.2	3.670	A

08:00 - 08:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	295	74	1283	1443	0.205	296	281	0.4	0.3	3.259	A
2 - A259 E	866	216	260	2351	0.368	867	1319	0.8	0.6	2.513	A
3 - Access			1126				0				
4 - Old Worthing Road	474	118	905	1270	0.373	475	221	1.0	0.6	4.654	A
5 - Roundstone By-pass Road	1016	254	546	2301	0.442	1018	835	1.2	0.8	2.888	A

2027 + CD + D 20% Uplift, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2022 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	6.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2027 + CD + D 20% Uplift	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	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A280		ONE HOUR	✓	394	100.000
2 - A259 E		ONE HOUR	✓	1177	100.000
3 - Access					
4 - Old Worthing Road		ONE HOUR	✓	631	100.000
5 - Roundstone By-pass Road		ONE HOUR	✓	1353	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
From	1 - A280	0	59	2	78	255
	2 - A259 E	113	12	0	207	845
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	106	509	1	0	15
	5 - Roundstone By-pass Road	158	1181	3	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - A280	2 - A259 E	3 - Access	4 - Old Worthing Road	5 - Roundstone By-pass Road
	1 - A280	0	2	0	4	4
	2 - A259 E	2	0	0	6	3
	3 - Access	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Old Worthing Road	2	3	0	0	0
	5 - Roundstone By-pass Road	10	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A280	0.40	5.65	0.7	A	361	542
2 - A259 E	0.57	3.81	1.4	A	1080	1621
3 - Access						
4 - Old Worthing Road	0.67	10.77	2.0	B	579	868
5 - Roundstone By-pass Road	0.70	5.84	2.4	A	1241	1862

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	296	74	1288	1440	0.206	295	283	0.0	0.3	3.259	A
2 - A259 E	886	222	262	2349	0.377	884	1321	0.0	0.6	2.536	A
3 - Access			1142				4				
4 - Old Worthing Road	475	119	920	1262	0.376	472	222	0.0	0.6	4.658	A
5 - Roundstone By-pass Road	1018	255	556	2294	0.444	1015	837	0.0	0.8	2.883	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	354	88	1541	1294	0.273	353	338	0.3	0.4	3.966	A
2 - A259 E	1058	265	314	2318	0.457	1058	1581	0.6	0.9	2.954	A
3 - Access			1366				5				
4 - Old Worthing Road	567	142	1101	1167	0.486	565	266	0.6	1.0	6.119	A
5 - Roundstone By-pass Road	1216	304	665	2222	0.547	1214	1001	0.8	1.2	3.662	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	433	108	1883	1098	0.395	432	414	0.4	0.7	5.602	A
2 - A259 E	1296	324	384	2275	0.570	1294	1932	0.9	1.4	3.789	A
3 - Access			1672				6				
4 - Old Worthing Road	694	174	1347	1038	0.669	690	326	1.0	2.0	10.492	B
5 - Roundstone By-pass Road	1489	372	812	2125	0.701	1485	1225	1.2	2.4	5.733	A

08:30 - 08:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	433	108	1890	1094	0.396	433	415	0.7	0.7	5.655	A
2 - A259 E	1296	324	385	2274	0.570	1296	1939	1.4	1.4	3.807	A
3 - Access			1675				6				
4 - Old Worthing Road	694	174	1349	1036	0.670	694	326	2.0	2.0	10.767	B
5 - Roundstone By-pass Road	1489	372	816	2122	0.702	1489	1227	2.4	2.4	5.836	A

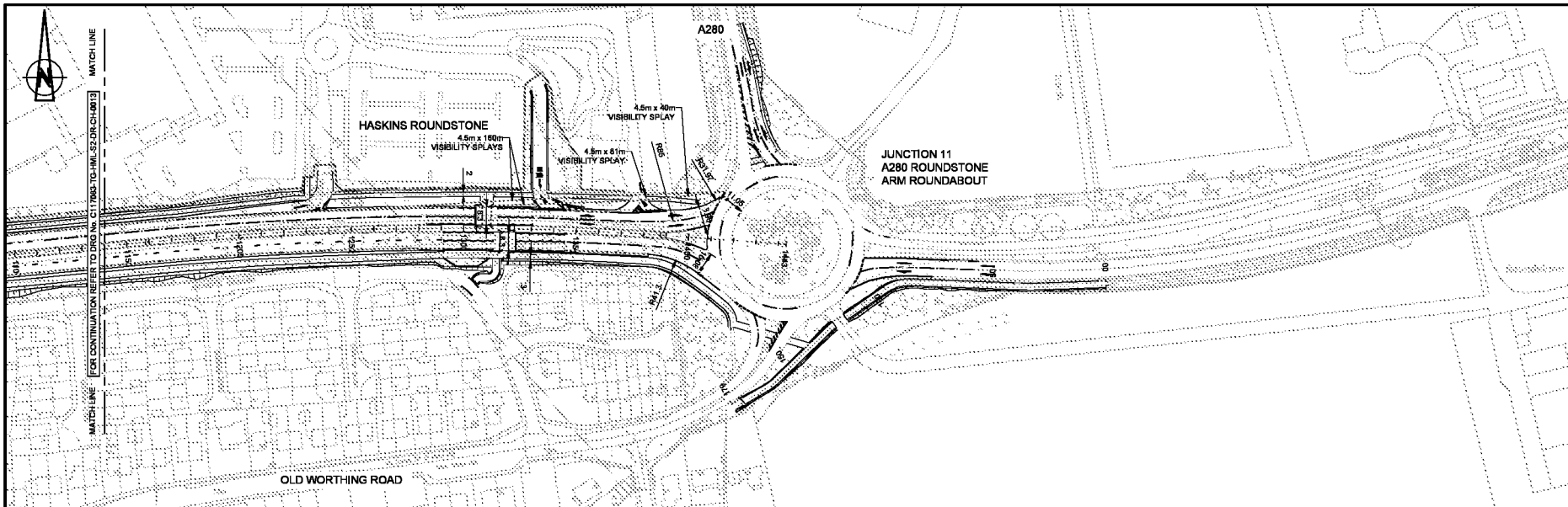
08:45 - 08:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	354	88	1551	1289	0.275	355	340	0.7	0.4	4.005	A
2 - A259 E	1058	265	315	2317	0.457	1060	1591	1.4	0.9	2.967	A
3 - Access			1371				5				
4 - Old Worthing Road	567	142	1104	1165	0.486	571	267	2.0	1.0	6.254	A
5 - Roundstone By-pass Road	1216	304	671	2218	0.548	1221	1004	2.4	1.3	3.724	A

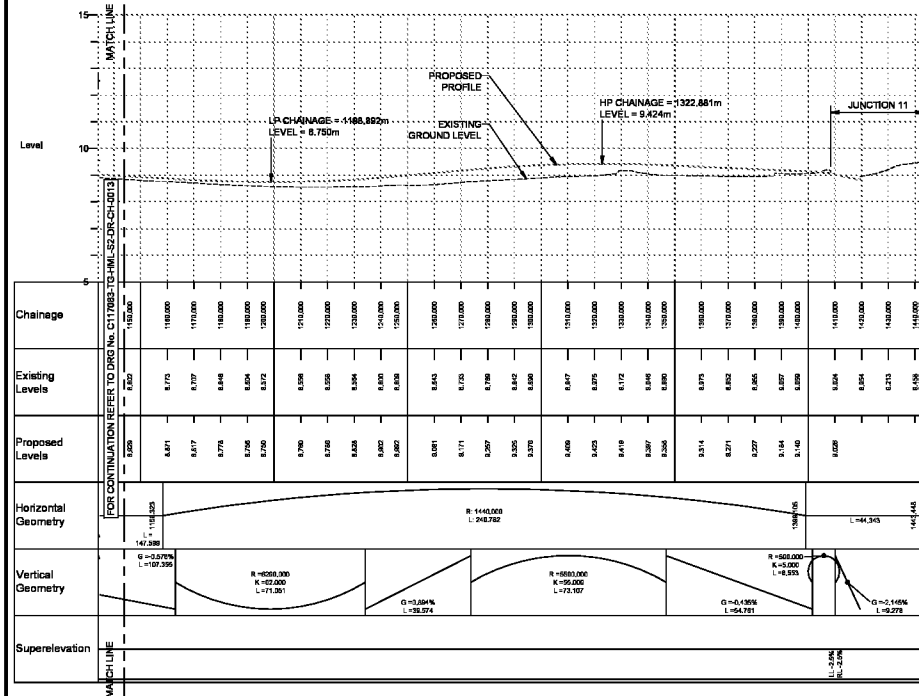
08:00 - 08:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A280	296	74	1295	1436	0.206	297	284	0.4	0.3	3.282	A
2 - A259 E	886	222	263	2348	0.377	887	1329	0.9	0.6	2.551	A
3 - Access			1147				4				
4 - Old Worthing Road	475	119	924	1260	0.377	476	223	1.0	0.6	4.716	A
5 - Roundstone By-pass Road	1018	255	560	2291	0.444	1020	840	1.3	0.8	2.911	A

APPENDIX H.WSCC Improvement Scheme



JUNCTION 9-11 (SECTION S2)
SCALE 1:2500



JUNCTION 9-11 (SECTION S2)
VERTICAL ALIGNMENT
SCALE 1:1000 HORIZONTAL, 1:100 VERTICAL

DO NOT SCALE FROM THIS DRAWING

NOTES
1. ALL DIMENSIONS AND LEVELS ARE IN METRES ABOVE ORDNANCE DATUM UNLESS NOTED OTHERWISE.

HIGHWAY BOUNDARY INCL CPO
CONSTRUCTION EASEMENT
ENTRY PATH

1
2 3 4
KEY PLAN

P06	ARL	ARL	18/11/18	BACKGROUND UPDATED
P05	LD	ARL	17/10/18	VISI SPLAYS, MARKINGS AND SIGNALS ADDED.
P04	LD	ARL	24/09/18	WIDTHS AND ENTRY PATHS ADDED LONG SECTION UPDATED
P03	TCR	LD	13/07/18	SLIP ROAD REMOVED
P02	SL	CNR	23/02/18	SLIP ROAD VERTICAL ALIGNMENT AND KEY PLAN ADDED
P01	ALT	CNR	22/02/18	FIRST ISSUE
REV.	BY	CHKD	DATE	DESCRIPTION
CODE	DRAWING STATUS			
S4	FOR STAGE APPROVAL			

Tony Gee and Partners LLP
Hardy House
140 High Street
Esher, Surrey
KT10 9CJ
Tel: 01372 461600
www.tonygee.co.uk
Consulting Civil, Structural and Geotechnical Engineers

ON BEHALF OF

OVERALL CLIENT

west
sussex
county
council

A259 LITTLEHAMPTON
CORRIDOR IMPROVEMENTS
(EAST ARUN)

HIGHWAYS
MAINLINE ALIGNMENT
PLAN & PROFILE

DRAWING No.
C117083-TG-HML-S2-DR-CH-0014

DRAWN : AJT	DESIGNED : MJW	REVISION
SCALE : AS SHOWN	ORIGINAL SIZE : A1	P06

2m 0 2m 4m 6m 8m 10m
SCALE 1:100
20m 0 20m 40m 60m 80m 100m
SCALE 1:1000

