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Land at Church Lane Climping

Outline application for the erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 of up to 875 square metres net, a building for A1 use having a floor area of up to 530 sq. metres net, together with open space and ancillary works, including car parking and drainage arrangements, with appearance, landscaping, layout; and scale wholly reserved for subsequent approval.

The access detail, showing the points of access to the development, and indicated on Bellamy Roberts drawings numbered 4724/004 and 4724/005 are access proposals to be determined at this stage of the application. For the avoidance of doubt all other access detail within the site is to be determined as a reserved matter at a later stage

TRANSPORT ASSESSMENT

Mulgrave Properties LLP

GDB/4724/TA.2

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1.0 INTRODUCTION

- 1.1 This Transport Assessment (TA) relates to an outline planning application for housing development on land to the west of Church Lane, Climping. Means of access from the highway to the site (but not internal layout arrangements) is for determination. The site is shown on the location plan at **Appendix 1**. The proposals were the subject of a pre-application highways consultation with West Sussex County Council and a copy of the WSCC response is attached at **Appendix 2**. The Transport Assessment reflects the measures taken to accord with the Highway Authority's advice.

Development Proposals

- 1.2 The proposed development will comprise the erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 of up to 875 square metres net, a building for A1 use having a floor area of up to 530 sq. metres net, together with open space and ancillary works, including car parking and drainage arrangements, with appearance, landscaping, layout; and scale wholly reserved for subsequent approval. The access detail, showing the points of access to the development, and indicated on Bellamy Roberts drawings numbered 4724/004 and 4724/005 are access proposals to be determined at this stage of the application (see details at Section 9). For the avoidance of doubt all other access detail within the site is to be determined as a reserved matter at a later stage. The illustrative master plan is attached at **Appendix 3**.
- 1.3 Vehicular accesses will be taken from Church Lane and Horsemere Green Lane, with additional pedestrian and cycle accesses to the A259, to Church Lane, and to Yapton Road opposite the entrance to the Oystercatcher Public House. The transport mitigation measures detailed in Section 9 of the Transport Assessment include new bus stops on the A259 close to the proposed new Church Lane Roundabout, upgrading of National Cycle Route number 2 along Church Lane including its diversion through the site between Church Lane and Horsemere Green Lane, plus improved pedestrian crossing facilities on A259.



2.0 SITE LOCATION AND ACCESSIBILITY

Location

- 2.1 The site is located in the north west quadrant of the A259/Church Lane Roundabout junction and is currently a field in agricultural use. It abuts existing residential development along parts of its northern and western boundaries and is close to the village school, the village hall and the Church.
- 2.2 The A259 is a heavily trafficked route, providing a major east-west link along the south coast between Folkestone and Emsworth. Locally, the nearest towns linked by the A259 are Littlehampton (2.8km to the east) and Bognor Regis (9km to the west). The West Sussex county town of Chichester is some 17km to the north west. The A259 is single carriageway in the vicinity of the site with a footway along the northern verge. The road is subject to a 40mph speed limit and is unlit apart from at the Church Lane Roundabout.
- 2.3 Church Lane is a Class 3 road running northwards from the A259 roundabout, through Ford, to join the A27 trunk road at the western end of the Arundel bypass, some 5km north of the site. Church Lane is also subject to a 40mph speed limit and is unlit with a footway along the eastern verge.
- 2.4 The site also has a northern frontage to Horsemere Green Lane. This is a minor road running east to west between Church Lane and B2233 Yapton Road. It has residential cul de sac developments and some frontage residential development along much of its southern side. It is subject to a 40mph speed limit, it is unlit, and there is a footway along the majority of its southern side westwards from Church Lane.
- 2.5 The village primary school is approximately 200m south of the A259 on Crookthorne Lane. There is a further primary school in Yapton and secondary schools are located at Littlehampton Academy, Felpham Community School, the Regis School, the St Philip Howard Catholic High School in Barnham, and the High School in Chichester.



Accessibility

- 2.6 There are existing footways along the southern side of Horsemere Green Lane, the eastern side of Church Lane, and the northern side of A259, as described above. There is an existing pedestrian crossing refuge island on the A259 some 60m east of the Church Lane Roundabout and this connects with a footway on the south side of the road which runs back into the first part of Crookthorne Lane. The village primary school is located some 200m down Crookthorne Lane from the roundabout.
- 2.7 There is an existing cycleway (a shared cycleway/footway) along the northern side of A259 from the Church Lane Roundabout to Littlehampton. In addition, National Cycle Route 2 runs westwards from Littlehampton to the south of the A259, and then crosses the A259 at the Church Lane Roundabout. It then passes along Church Lane before turning west along Horsemere Green Lane and then north on Yapton Road. In Yapton village it turns to the southwest and runs through to Bognor Regis.
- 2.8 There is an existing bus service operating along A259 with stops towards the eastern end of the site frontage to that road. This service (700) offers a 20 minute frequency between Littlehampton and Bognor Regis as part of a longer route between Brighton and Chichester. The route between the Oystercatcher Public House and destinations to and from the west passes along Yapton Road to Yapton Village and then returns to A259 further west. There are also school buses operating to Chichester High School (via Yapton Road) and to Littlehampton Academy (via Church Lane).
- 2.9 The site is located in reasonable proximity to three railway stations. It is approximately 2km south of Ford Station, 2½km from Littlehampton Station, and 5km from Barnham Station. All of these stations offer two trains an hour to and from London Victoria (plus some additional peak hour services) plus two services an hour each way along the south coast line between Brighton and Portsmouth. Whilst further from the site than the other two stations, Barnham Station offers a wider choice of trains and shorter journey times to destinations (1½hrs on average to London Victoria).
- 2.10 Overall, the site is in a sustainable location, within a short walk of the local primary school, in easy cycling distance of 3 railway stations, adjacent to a



number of cycling facilities and in close proximity to a 20 minute frequency bus service connecting with the nearest towns.

3.0 ROAD SAFETY

- 3.1 The most recent five year personal injury accident (PIA) record for the period ending 31st October 2016 has been obtained from Sussex Police, for the rectangle of roads comprising A259 between Yapton Road and Church Lane, Yapton Road between A259 and Horsemere Green Lane, Church Lane between A259 and Horsemere Green Lane, and Horsemere Green Lane itself, including the four junctions between those links. A plot of the results is attached at **Appendix 4** together with a detailed print out.
- 3.2 During those five years, there have been 10 accidents at the Church Lane Roundabout, one serious, and the remainder slight accidents. The serious accident involved a motorcycle where the rider lost control on approach to the roundabout travelling east to west along the A259 and fell off. The remaining 9 accidents are a mixture of rear end shunts (4) and failure to give way to the right (5). Four of the accidents involved pedal cycles and one other a motorcycle. The accidents involve all four arms of the roundabout and there is no obvious pattern involving any one particular arm.
- 3.3 The existing roundabout is of a small size and carries heavy traffic flows. A number of its features do not comply with modern design standards. Replacing this junction with the proposed new roundabout, which is to a much larger scale and accords with design standards, is expected to improve the current accident record.
- 3.4 There have been three accidents in the vicinity of the village hall access, all slight. One of these involved a car colliding with the rear of another which was turning left into the village hall access, one involved a car overtaking an eastbound cyclist on the main carriageway and cutting in too quickly. The third involved a cyclist travelling westbound on the cycleway/footway and failing to give way at the village hall access resulting in a collision with a car emerging from that access.



- 3.5 There have been five accidents at the Yapton Road junction with A259, including two fatalities and one serious. However, there is no pattern to these accidents and they are generally random occurrences.
- 3.6 One of the fatal accidents involved a car turning right out of Yapton Lane colliding with a motorcycle travelling west to east. It might be that there could have been issues of speed and available visibility involved in that accident. The other fatal accident involved a car approaching the junction southbound on Yapton Road, failing to stop and travelling straight across the A259 into a water filled ditch, where the car then overturned.
- 3.7 The serious accident involved a car (which failed to stop) colliding with the rear of a pedal cycle approaching the junction from Yapton Road.
- 3.8 One of the two slight accidents involved an eastbound car on A259, west of the junction, overtaking a pedal cycle too closely and clipping the cyclist with the door mirror. The other involved a westbound car, to the west of the junction, which lost control, crossed the carriageway clipping the central refuge island and travelling on to the opposite side verge, where it spun around and back across the A259 before colliding with a tree.
- 3.9 Whilst the accident record at this junction is relatively poor (by virtue of the seriousness of several of the accidents) the lack of any pattern and the random nature of most of the accidents makes it difficult to identify remedial measures. All of the accidents appear to have been the result of driver errors rather than any inherent defects in the highway layout.
- 3.10 There have been two accidents at the Church Lane/Horsemere Green Lane junction, both slight. Both involved vehicles turning right out of Horsemere Green Lane, one a cyclist. Visibility is poor for vehicles turning right out of Horsemere Green Lane, but private landownerships preclude improvement. However, the proposed development will provide an alternative route, through the site (as detailed in para 7.6) and that will provide a route with junctions to full visibility standards.



- 3.11 The one accident (slight) at the junction of Yapton Road with Horsemere Green Lane involved a northbound car on Yapton Road trying to perform a 'U' turn in the junction and colliding with a southbound vehicle.
- 3.12 Of the remaining accidents the two on the A259 at the access to Bairds Farm Shop both involved rear end shunts (one in each direction) as did one of the accidents on Church Lane at a private access south of the junction with Horsemere Green Lane. Two of the three accidents on Yapton Road in the vicinity of The Glebe (including the serious one), involved single vehicles losing control and leaving the carriageway. In both cases there were suspicions of impairment due to alcohol. The third accident involved a cyclist who fell off trying to avoid an oncoming overtaking car. None of these accidents suggest any pattern or highway design issues.
- 3.13 In summary, the proposed construction of a larger roundabout designed to accord with modern safety standards at the junction of the A259 and a realigned Church Lane is expected to reduce the accident rate which occurs at the existing junction. Similarly, the provision of a new link through the site between Horsemere Green Lane and Church Lane with visibility to full standards should reduce the accident risk at the existing junction between those two roads. All of the other accidents are relatively random in nature and most, if not all of them are the result of driver errors rather than defects in the highway layout. This means that it is difficult to identify relevant remedial measures. The small increase in traffic due to the proposed development will be unlikely to increase the number of such accidents.

4.0 BASE TRAFFIC FLOWS

- 4.1 In order to inform the pre-app consultation with WSCC, automatic traffic counters were placed on Church Lane and on Horsemere Green Lane and a peak hour video survey was conducted at the Church Lane/A259 Roundabout. Following the pre-app consultation, additional peak hour turning count surveys were agreed with the Highway Authority at the locations shown on the plan attached at **Appendix 5**. These included a re-survey of the Church Lane Roundabout to reflect any changes resulting from the opening of the Bognor Regis Northern



Relief Road in the intervening time. All of these surveys were carried out on the 27th (sites 2-5) or 28th September 2016 (Site 1).

- 4.2 The morning and evening peak hour turning count results at each of these junctions are shown in diagrammatic form at **Appendix 6**, together with network link flows at **Appendix 7** and full tabulations of the survey results at **Appendix 8**.

5.0 TRAFFIC GENERATION, DISTRIBUTION AND MODAL SPLIT

Traffic Generation

- 5.1 Traffic generation has been calculated using the Private Housing category from the TRICS database. All sites up to 300 units, in England excluding Greater London, and only in suburban or edge of town locations were selected. The full TRICS printout is at **Appendix 9** and the results are summarised in Table 1 below. No allowance has been made for any reduction in trips due to the Affordable Housing content of the development, which might normally be expected to show a lower trip rate.

Table 1: Traffic Generation (300 units)

	Direction	AM Peak Hr	Pm Peak Hr	12 Hr
Trip Rate (TRICS)	In	0.166	0.369	2.479
	Out	0.408	0.209	2.550
	2-way	0.574	0.578	5.029
Flow (Veh/hr)	In	50	111	744
	Out	122	63	765
	2-way	172	173	1509

Traffic Distribution

- 5.2 Traffic distribution from the development has been assigned on the basis of the 2011 Journey To Work Census Data for Local Wards (Arun 006) with trips assigned to the most likely routes. A copy of the Nomis printout is attached at **Appendix 10**. People travelling by rail were assigned as car trips to Barnham Station on the basis that it provides the best connections to Bognor Regis,



Chichester, Portsmouth, Brighton, Gatwick and London and it has a station car park. All of those trips were routed via Horsemere Green Lane and Yapton Road.

- 5.3 **Appendix 11** is a copy of the Nomis printout annotated to show the assignment from the site by compass point direction. Those directions are then assigned to routes as set out in Table 2 below and further explanation of the assignment method is in the following paragraphs.

Table 2: Traffic Assignment from Nomis Census Results

Compass Direction	Route	Car Trips	% of Total
North	Church Lane via Ford	302	17.2
Northwest Local (Including rail)	Horsemere Green Lane, Yapton Road	238	13.6
East	A259 East	491	28.0
West (Including Northwest)	A259 West	725	41.3

- 5.4 For most of the trip origin-destination pairs, the likely route away from the site is obvious, but some trips require further explanation. There are a number of possible routes between the site and Chichester, including destinations beyond which would require access to the A27 in the Chichester area. Options include A259 west via Bognor Regis Northern Relief Road, Yapton Road through Barnham to the A27, or Yapton Road and then via Yapton Lane over the level crossing to the A27 further east.
- 5.5 All of these routes suffer a degree of traffic congestion at peak times, but the shortest route, the quickest, and the one which is all on major roads is via A259 west and Bognor Regis Northern Relief Road. Whilst there are delays at the junction with A27 Chichester Bypass, these are reasonably consistent and therefore reliable journey times can be anticipated. The delays on the other routes are much more variable, especially that via the level crossing.



- 5.6 The assignment of trips in these directions has therefore been via A259 west. Assignment via Yapton Road to the northwest is therefore limited to car trips to Barnham Station and other areas internal to the Arun District in that direction.
- 5.7 The Nomis data shows 141 car trips within the “home” zone. Those have been distributed to the available routes to and from the site pro-rata the assignment of other trips to each route. As they make up only 8% of the total trips they are not a significant element of the overall pattern.
- 5.8 In their pre-app response, WSCC raised the question of the impact of additional trips using the Yapton Lane level crossing in relation to current proposals to convert that crossing from half to full barriers. For reasons set out above, it is unlikely that there would be any significant number of trips using the A27 towards Chichester and beyond which would utilise a route to the A27 via that level crossing. Apart from those trips, it is not an obvious route for any other destinations.
- 5.9 Trips to the east via the A27 would use Church Lane/Ford Road to join the A27 at Arundel. Trips to the northeast, such as those to Pulborough, Billingshurst, Horsham and beyond would also use Church Lane to Arundel and then A284 to Whiteways Roundabout and join the A29 towards the northeast from there. That is significantly shorter than the Yapton Lane route followed by B2132 to join A29 further south and it offers more reliable journey times.
- 5.10 On that basis, it is considered that the development will be unlikely to add any material increase in traffic flows using the Yapton level crossing and will not, therefore, prejudice the improvement plans.
- 5.11 Combining the traffic generation and assignment analysis produces a set of peak hour turning movements at the surveyed junctions for traffic generated by the development. These are shown in diagrammatic form at **Appendix 12** and Table 3 below shows the increased flows on roads to and from the site.

**Table 3: Peak Hour Link Flows from Development**

Road	Increase in Traffic (veh/hr)
	Am + Pm peak hrs
Church Lane North	30
A259 East	48
A259 West	71
Horsemere Green Lane	23
Yapton Road	23

Modal Split

- 5.12 The best estimate of modal split for this location is from the Nomis Journey to Work Data. Allowing for all rail trips to travel from home to station by car (a likely over estimate as some may cycle) the modal split is as set out in Table 4 below.

Table 4: Modal Split from Nomis Census

Mode	% of Trips
Car Driver	80.9
Car Passenger	5.8
Bus	2.4
Cycle	3.0
M/cycle	1.1
Walk	6.3
Other	0.5

6.0 TRAFFIC IMPACT

- 6.1 The five junctions which WSCC agreed should be analysed have been assessed for capacity under base flows, and then base flows plus development traffic for 2016 (base) 2021 (base + 5 years, approximately completion of development) and 2026 (base + 10 years: design year). The analysis has been carried out using the Junctions 9 software (ARCADY or PICADY as appropriate) and utilised the Temprow (version 7) local growth factors built into that software to incorporate growth in background traffic at the future years.



- 6.2 The Junctions 9 printouts are at **Appendix 13** on a junction-by-junction basis and the results are summarised in tabular form at **Appendix 14** for the worst arm in each case.
- 6.3 With the exception of the existing Church Lane/A259 Roundabout (Junction 4) the results at Appendix 14 demonstrate that all of the other junctions in the area of interest agreed with WSCC currently work well within capacity, and that the combined effects of background traffic growth and the proposed development will not alter that conclusion by the 2026 design year. Typically, those combined effects increase existing delays per vehicle by less than one second, which is in the range of 5-10%. Typically, the background traffic growth accounts for approximately 65-75% of even that small increase in delays, meaning that the development traffic has only a very marginal effect.
- 6.4 The Church Lane Roundabout is the exception to that conclusion however. The Table in Appendix 14 (Junction 4) demonstrates that the junction is totally overloaded in both peak hours with extensive queuing and delay. The queues and delays shown in the ARCADY results are significantly worse than is actually to be observed on site, but the acknowledged overloading is of such an extent that the software cannot properly model the effects. The worst affected arm of the roundabout is the A259 from the west, where queues in excess of 1km in length and delays exceeding 8 minutes are typical in the peak hour.
- 6.5 Within the available landownerships it is not possible to improve the existing roundabout sufficiently to accommodate the existing and forecast demand. The proposed development therefore incorporates a significant highway improvement scheme comprising a realignment of Church Lane through the site and the construction of a much larger new roundabout on the A259 some 100m to the west of the existing junction. These works are described fully in the next section of the Transport Assessment.

7.0 MITIGATION MEASURES

- 7.1 For the reasons set out previously, significant highway improvements are required to resolve the existing severe overloading of the Church Lane/A259



Roundabout, to provide adequate capacity for background traffic growth and to accommodate traffic generated by the proposed development. The proposed improvements are shown on the plans attached at **Appendix 15**. Drawing 4724/002B is a coloured layout plan showing the improvements, including cycleway lengths, pedestrian routes, new bus stops, and enhanced landscaping of the bypassed length of Church Lane (the metalled surface of which is to be retained as an improved cycleway and pedestrian route). Drawing 4724/004 is a dimensioned version of the other drawing, showing the relevant engineering characteristics of the layout.

- 7.2 The construction of a new 50m diameter roundabout on A259, 100m west of the existing roundabout, with Church Lane realigned through the site into that new roundabout. The bypassed length of Church Lane will then be converted to a cycleway/pedestrian route with enhanced landscaping and the existing Church Lane Roundabout will be removed. Access into Crookthorne Lane will be available from both directions (with a dedicated turning lane for right turning movements into it) but all exit traffic will turn left to the new roundabout and then proceed accordingly. The main site access will be from the new diverted length of Church Lane with a ghost island turning lane for traffic approaching the site from the north.
- 7.3 There will also be a simple T-Junction access to Horsemere Green Lane with associated pedestrian links into the existing footway along that road. Detailed drawings of that access are shown on the plan at **Appendix 16**. In their pre-app response, WSCC raised concern that this could lead to rat-running through the site. At present, Horsemere Green Lane is used as a rat-run particularly during the morning peak hour, by traffic from Yapton Road to A259 east of Church Lane. This is in an attempt to avoid delays on the A259 approach to the Church Lane Roundabout from the west. The proposed new roundabout will avoid the need for that rat-run, but the new link through the site will allow other drivers to avoid the difficult junction between Horsemere Green Lane and Church Lane which has restricted visibility to the right. On balance, this link is considered to provide an overall benefit to highway safety.
- 7.4 The new roundabout will be lit in accordance with normal safety guidance (as is the existing Church Lane Roundabout) and lighting on the A259 will be extended



for short distances either side of the roundabout to include the new bus laybys with the pedestrian crossing island between them and the Crookthorne Lane junction with its pedestrian crossing island.

- 7.5 An updated Stage 1 Road Safety Audit of the proposed improvements is attached at **Appendix 17**.
- 7.6 Capacity of the new roundabout has been tested on the basis of the same assumptions as for the five existing junctions set out in Section 6 of this Transport Assessment. The ARCADY printouts are included at **Appendix 18** and **Appendix 19** contains a Table summarising those results. These figures demonstrate that the new roundabout will operate with substantial reserves of capacity in the design year and with no material queuing or delay. The extent of that spare capacity will further “future proof” the design in the event that other draft local plan allocations add traffic to this part of the A259.
- 7.7 The enhanced cycleway along the realigned section of Church Lane is part of the National Cycle Route No 2 which currently runs up Church Lane and then along Horsemere Green Lane. The proposal is that north of the main development site access, the cycle route will cross the realigned Church Lane and divert through the site on an off-carriageway facility to re-join Horsemere Green Lane via the new site access. This will enable cyclists to avoid the existing junction between Horsemere Green Lane and Church Lane where there is sub-standard visibility and where there have been two accidents in the last five years involving right turning movements out of Horsemere Green Lane, one of which involved a cyclist.
- 7.8 The existing shared cycleway/footway along the north side of A259 east of Church Lane will be widened to 3.5m from the existing junction westwards, and extended to the new roundabout where it will cross the Church Lane approach road and connect directly into the site, giving a direct and safe link for cyclists (and pedestrians) to this facility.
- 7.9 Two new bus laybys are proposed on the A259 west of the new roundabout, with a pedestrian crossing refuge island between them and a pedestrian link directly into the site. The bus stops will also be connected directly to Crookthorne Lane by construction of a new footway along the southern side of the A259. The



cycleway facilities described above will all be shared as pedestrian routes and there will also be a footway along the western side of the new length of Church Lane with three direct connections into the site. Pedestrian crossing islands will be located at each crossing point on Church Lane.

- 7.10 Finally, it is anticipated that a Residential Travel Plan will be instigated from first occupation of the dwellings. This will provide a Travel Welcome Pack for each household containing advice regarding sustainable travel, together with maps of local cycle and pedestrian routes plus bus and train timetable information. Each household will be offered the choice of a £75 cycle voucher (towards the cost of a cycle, cycle maintenance, or equipment) or a 3 month Stagecoach Bus Travel Season Ticket.
- 7.11 The Travel Plan will be set up originally by the housebuilder who will appoint a Travel Plan Co-ordinator, but once the first 50 dwellings have been occupied the responsibility for the Travel Plan management will transfer to the site's Management Company which will be run by the residents themselves.
- 7.12 The overall package of mitigation measures is designed to resolve existing traffic congestion and highway safety issues whilst providing enhanced sustainable travel options from new residents to build upon the sustainable links which already exist.

8.0 CONCLUSIONS

- 8.1 The development proposals were the subject of a pre-application consultation with West Sussex County Council as Highway Authority. The County Council provided helpful advice which has been taken into account in the submitted planning application. **Appendix 20** is a copy of the WSCC pre-application advice annotated to show how the scheme has responded to that advice.
- 8.2 The site is in a sustainable location, being within a short walk of the local primary school, within easy cycling distance of three railway stations, adjacent to a number of cycling facilities, and in close proximity to the 20 minute frequency bus service connecting to the nearest towns. The package of transport infrastructure



measures included in the proposals will provide new bus stops on A259 located so that all of the proposed housing development will be within 400m of those bus stops.

8.3 Analysis of generated traffic volumes and its distribution/assignment on the local network shows that the majority of traffic to and from the site will use A259, either to the east or west. Although this is a heavily trafficked route, the impact of additional traffic from the development will be low in percentage terms.

8.4 The capacity of five junctions has been assessed, in agreement with West Sussex County Council, having regard to their methodology which requires that all junctions where there will be increases of more than 30 vehicles per hour during peak hours to be assessed. These junctions are:

- A259/B2132 staggered crossroads
- A259/B2233 Yapton Road T-junction
- A259/Church Lane Roundabout
- A259/Bridge Road Roundabout
- Yapton Road/Horsemere Green Lane T-junction

Analysis shows that all of these junctions, with the exception of the Church Lane Roundabout, will work with substantial reserves of spare capacity at a design year of 2026 allowing for background growth in base traffic flows due to committed developments elsewhere in the district, growth due to national economic factors, plus additional traffic generated by the proposed development. The analysis shows that the proposed development has only a very marginal effect on the operations of these junctions.

8.5 The Church Lane Roundabout is currently severely overloaded, during both morning and evening peak hours, with extensive queues and delays on the A259 approaches. It is not possible to improve the capacity of the existing roundabout to a sufficient extent within the available land ownership, including the application site. Accordingly, the development proposals incorporate a new, larger, 3-arm roundabout located some 100m west of the existing junction, with Church Lane realigned through the site to the new roundabout. The new junction and the



realigned section of Church Lane are designed in accordance with current standards.

8.6 Analysis shows that the new roundabout will operate with substantial reserves of spare capacity at the design year, with minimal queues and delays, thereby resolving an identified existing capacity constraint on the A259. The extent of this spare capacity will “future proof” the design in the event that other draft local plan housing developments increase traffic along the A259 and/or Church Lane over and above the existing commitments.

8.7 The transport infrastructure improvements proposed include a number of measures to encourage public transport, cycling, and walking and these are:

- New bus stops on A259 just west of the new roundabout which bring the 20 minute frequency bus service within 400m of all of the new dwellings
- The bypassed length of Church Lane will be converted to a cycle and pedestrian route with landscaped verges, forming part of National Cycle Route 2, which will then run through the northern part of the proposed development.
- A shared cycle/pedestrian route along the northern side of A259 throughout the new roundabout works and tying back into the existing shared route which runs through to Littlehampton. The cycle and pedestrian facilities will have direct links into the proposed development.
- New pedestrian crossing refuge islands on A259 at the Crookthorne Lane junction and at the new bus stops.
- A residential Travel Plan to encourage the use of more sustainable modes

8.8 Analysis of personal injury accidents over the last 5 years shows that there have been 10 accidents at the existing Church Lane roundabout, with no particular pattern apart from the fact that four of those involved pedal cycles. The proposed new, larger roundabout, constructed to current design standards, with substantial spare capacity and with off-carriageway cycle facilities is expected to significantly reduce the number of accidents compared with those which have occurred over the last 5 years.



- 8.9 Examination of personal injury accidents at the other junctions around the site reveals no particular patterns and these accidents are therefore unlikely to be due to deficiencies in the highway layout. The small increase in traffic due to the proposed development is unlikely to increase the number of such accidents.
- 8.10 In particular, there have been a number of fatal (2) and serious (1) accidents at the Yapton Road junction with A259 but all of these are random in nature with no pattern and there is evidence that all of them are the result of significant driver errors. Accordingly, it is not possible to identify practical remedial measures that might have prevented any of these accidents.
- 8.11 Overall, the development proposals are in a sustainable location and the substantial package of transport infrastructure improvements which is proposed to mitigate the effects of the development includes a new roundabout junction on the A259. This will resolve existing traffic congestion as well as providing for background growth of traffic and that generated by the proposed development. Not only is there an absence of material adverse residual impacts as a result of the proposals, but the package of infrastructure works will provide significant benefits to all road users in terms of increased highway capacity, a likely reduction in accidents, and enhanced cycle and pedestrian facilities. In the context of para 32 of the NPPF, the development is therefore considered acceptable from the transport perspective, because there are no severe residual impacts.

APPENDICES

APPENDIX 1



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CLIENT	Mulgrave Estates	DATE	15/04/16
PROJECT	Land at Climping, West Sussex	DESIGN BY	-
TITLE	Site Location	DRAWN BY	ARM
		CHECKED BY	GDB
DRAWING NO.	4724 / 304		
		SCALE	1:25,000 @ A3
		REV NO.	

APPENDIX 2

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 13th July 2016

**FROM: Dominic Smith TO: Bellamy Roberts
FAO: Graham Bellamy**

SUBJECT: PRE-213-16

Development of 300 dwellings plus community hall and local convenience store plus associated road improvements.

Land at Climping adjacent to, A259 and Church Lane, Climping, Littlehampton, West Sussex

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

West Sussex County Council (WSSCC), in its capacity as the Local Highway Authority (LHA), has been consulted for pre-application advice on the proposed development of 300 dwellings at land north of the A259 at Climping.

The submission has been accompanied by a "Pre-App Transport Report", reference GDB/4724/TR.01.

The following advice is offered.

Context

The LHA would have some reservations with the timing of an immediate submission of a planning application. At present, the emerging Arun Local Plan is undergoing extensive testing. Within this, a potential allocation for up to 500 dwellings in Climping has been identified, and a number of other large strategic sites that may impact the operation of the A259 and neighbouring junctions. This includes up to 1000 dwellings at West Bank, up to 3000 at Barnham, Eastergate and Westergate and up to 2000 homes at Ford. Five scenarios are presently being tested, three of which include Climping as a potential allocation. There are a number of known network constraints in the area, covered in more detail in the following advice note, and the site is relatively remote to a wide range of services and facilities that would be required to support the day to day needs of residential development. To support any identified Local Plan allocation, a comprehensive will package of infrastructure improvements would be developed in order to mitigate the severe cumulative impact of development and, if allocated, the site could have a fundamental role to play in the Arun development strategy.

Yapton Road/A259 (known as the Oystercatcher junction)

There have been recent fatalities at this location and there are safety concerns over the operation of this junction. Consideration should be given to the impact of the development will have on its operation, as well as consideration of whether additional traffic generated by the development may exacerbate any identified accident trends.

Church Lane/A259

As identified in the submitted report, there are known capacity constraints at the junction with significant queuing experienced. Any mitigation associated with the local plan strategy is likely to

require improvement at this junction to enhance operational capacity. Improvement is likely to require third party land, and a possible scheme of works utilising land in control of your client has been identified. Any improvement at this junction would need to be “future-proofed” to ensure that satisfactory future performance, given likely increases in traffic using the link, coupled with increased number of baseline movements since the opening of the Bognor Regis Relief Road.

Yapton Level Crossing

There are known operational and safety constraints at this junction, with a stated aspiration of Network Rail to install a full barrier crossing. A study has been undertaken by WSCC to identify potential solutions. A copy of the report can be obtained from Jamie Dallen, WSCC Planning and Transport Policy (jamie.dallen@westsussex.gov.uk). An assessment of the impact on the crossing should be undertaken, to establish whether the development would have a detrimental impact or exacerbate existing constraints.

Vehicular Access

A full Design Audit would be required to support the access proposals, setting out standards used and compliance with the standards. Should any departures be identified then approval should be sought in accordance with GD01/08 for a departure from the relevant standard. The junction separation distance between the site access and the roundabout should be included within this audit to ensure sufficient spacing is provided.

There appears to be some discrepancy between the illustrative masterplan and the access arrangements reviewed as part of the Stage 1 Road Safety Audit. The masterplan shows an additional access in the south east corner of the site. This is in close proximity to the roundabout, and any vehicle standing at this to turn right into the site would present an obstruction to vehicles exiting the roundabout, at the risk of rear shunt collisions. The presence of vegetation adjacent to the A259 is likely to restrict visibility from the access to vehicles that may wish to turn into Church Lane from an eastbound approach, and may do so at higher speeds during off-peak hours.

The indicative masterplan also shows an access immediately upon entrance into the site; the proximity of this access could lead to unexpected obstruction of the site access, at the risk of blocking back onto Church Lane or rear shunt collisions upon entry into the development site.

The right hand turn into Crookthorne Lane has been identified as a possible safety issue if sufficient stacking capacity is not provided. It is noted that there is scope to extend the lane from the current proposed capacity of 7 vehicles. This should be informed by a PICADY assessment, and given the possibility that vehicle arrivals may be bunched, since the lane provides access to a school, a direct input assessment should be used as opposed to a standard peak curve assessment. A TRO would be required to restrict right turns out of the ‘left out only’ junction arrangement. Consideration should be given to whether enhancement of the current crossing arrangements may be necessary, since the development is likely to increase the demand for this movement.

Whilst it is recognised that a link through the site between Church Lane and HGL is provided, consideration should be given as to whether this may increase the likelihood of rat-running. The improvement to roundabout capacity is likely to provide a quicker route for vehicles turning north onto Yapton Road, as opposed to turning right at the A259/Yapton Road junction using the right hand turn junction.

Sustainable Access

A footway (and possible cycle way) is shown in the North West corner of the site. It does not appear that any onward facility is provided, and could encourage pedestrians to walk along the carriageway. Visibility at this location is also restricted due to the presence of dense vegetation.

It would appear that dense vegetation adjacent to the south western pedestrian/cycle way may obstruct visibility for crossing movements.

The footway adjacent to the A259 is narrow, and potential exists for this to be widened to provide a design standard compliant arrangement.

There is a missing section of footway on the corner of HGL and Church Lane. Consideration should be given as to whether a link could be implemented, although it is understood that limited highway boundary at this location may be restrictive.

Trip Generation and Capacity

Insufficient information has been submitted to verify the outputs. As part of any formal application, detailed network impact assessment should be submitted including TRICS outputs, full details of the distribution/network assignment exercise and junction capacity testing at any junction that will experience an increase of 30 or more movements during peak network hours.

Dominic Smith
Strategic Planning

APPENDIX 3



P14 4899 01 - FEASIBILITY ILLUSTRATIVE MASTERPLAN



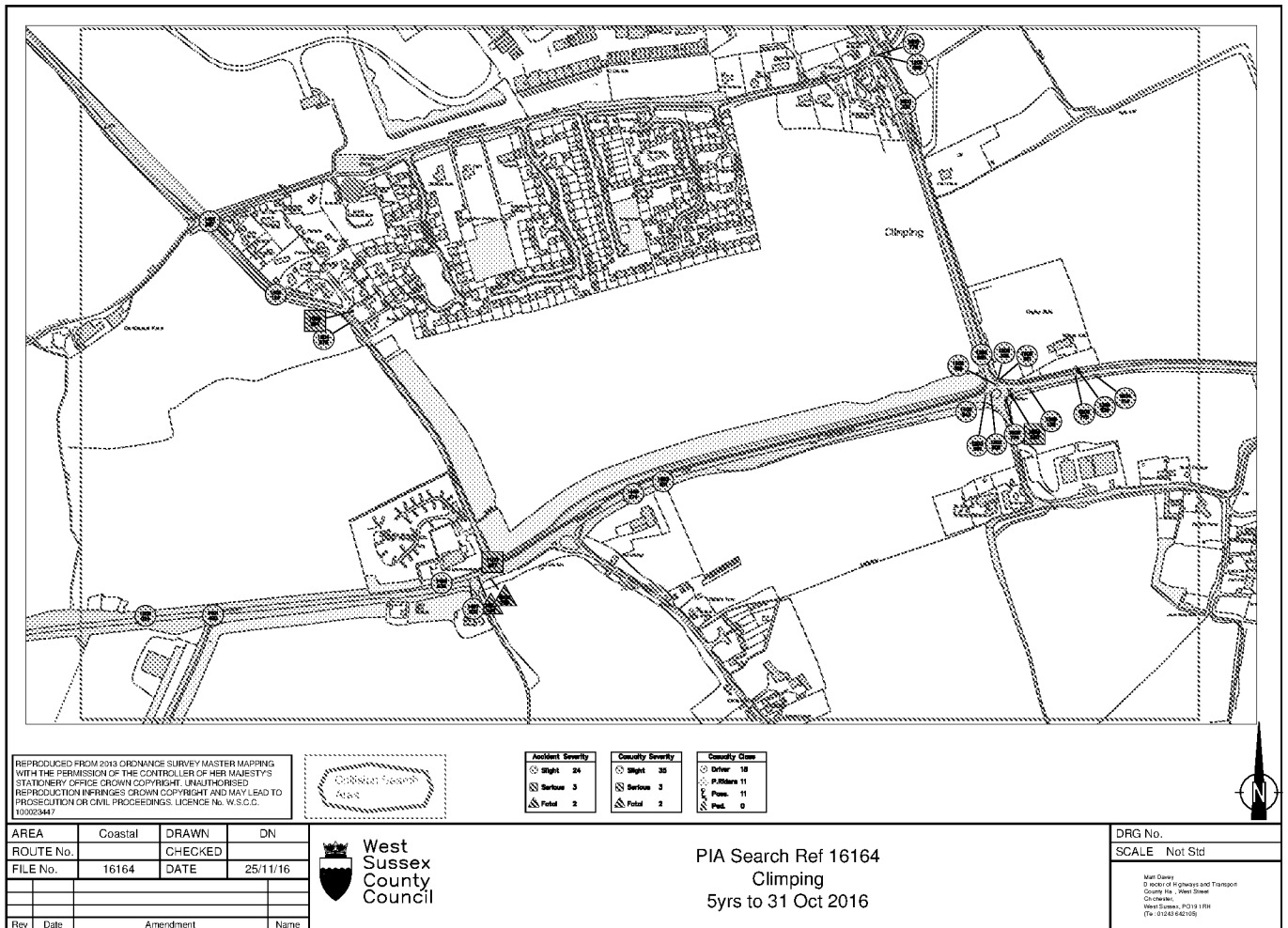
CLIENT: HULCRIVE PROPERTIES	DRAWING NUMBER: P14 4899 01 REV C
PROJECT: CLYMPING	SCALE @ A1: 1:1250
DRAWING: FEASIBILITY ILLUSTRATIVE MASTERPLAN	DRAWN: HULLS
	CHECKED: VS
	DATE: 08-2018



The information on this drawing is for information only and does not constitute a contract. It is the responsibility of the client to ensure that the information is accurate and up-to-date. The information is provided as a guide only and should not be used for any other purpose. The information is provided as a guide only and should not be used for any other purpose. The information is provided as a guide only and should not be used for any other purpose.

14 MARINER COURT / CALDER PARK / WAKEFIELD / WF4 3PL
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APPENDIX 4



Full Details Report Summary - PIA Search Ref 16164 - Climping - 5yrs to 31 Oct 2016

Accidents Found Date Range: 13/06/2012 - 23/09/2016

Grid Coordinate Range: 499234,101617 - 500597,102422

Accident Severity

	2012	2013	2014	2015	2016	Total
Fatal	0	1	0	0	1	2
Serious	1	1	1	0	0	3
Slight	8	3	7	1	5	24
Total	9	5	8	1	6	29

Casualty Severity

	2012	2013	2014	2015	2016	Total
Fatal	0	1	0	0	1	2
Serious	1	1	1	0	0	3
Slight	12	5	12	1	5	35
Total	13	7	13	1	6	40

Casualty KSI

	2012	2013	2014	2015	2016	Total
Adult KSI	1	2	1	0	1	5
Slight	12	5	12	1	5	35
Total	13	7	13	1	6	40

Accident Reference:1203031 Slight A259 Crookthorn Lane 222M East Of U Climping Street Accident 1 of 29

Date & time.....Wednesday 13/06/2012 15:56	Speed limit.....40 Mph
Grid reference.....499977/101810	Road type.....Single c'way
District.....Arun	Junction detail.....Not at or within 20m of junction
Primary road.....A259	Junction control.....
Secondary road.....	Special conditions...None
Weather.....Fine	Carriageway hazards..None
Lighting.....Daylight	Number of vehicles...2
Crossing(human).....No Human control within 50m	Number of casualties.1
Crossing(physical)..No crossing facility within 50m	Surface.....Dry

Contributory Factors

	Participant	Confidence	Did a police officer attend?
Sudden braking (Driver/Rider - Error)	Vehicle 002	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description

Vehicle 1 Travelling Eastbound and Allows Vehicle 2 to Emerge from Junction. Driver of Vehicle 2 Presses Brake Pedal to Thank Driver of V1 but her Foot Becomes Caught on the Brake Causing the Vehicle to Stop Suddenly. Driver of Vehicle 1 Fails to S Top in Time and Collides with Rear of Vehicle 2.

2 Vehicles

Vehicle number.....1	First impact.....Front
Other vehicle.....2	Hit object in c'way..None
Vehicle class.....Van/Goods < 3.5t	Hit object off c'way.None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West East	Driver age.....42
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Journey as part of work
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Back
Other vehicle.....1	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Female
Direction.....West East	Driver age.....61
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Female	Seat belt usage.....
Age.....61	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1203775 Date & time.....Monday 23/07/2012 17:42 Grid reference.....500281/102421 District.....Arun Primary road.....C17 Secondary road.....U Weather.....Fine Lighting.....Daylight Crossing(human).....No Human control within 50m Crossing(physical)..No crossing facility within 50m	Slight	C17 Church Lane Climping At Junction Of U Horsemere Green Lane	Accident 2 of 29
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Speed limit.....40 Mph Road type.....Single c'way Junction detail.....T or Staggered junction Junction control.....Give way sign or uncontrolled Special conditions...None Carriageway hazards..None Number of vehicles...2 Number of casualties.1 Surface.....Dry	<table border="0" style="width: 100%;"> <tr> <th style="text-align: left;">Contributory Factors</th> <th style="text-align: left;">Participant</th> <th style="text-align: left;">Confidence</th> <th style="text-align: left;">Did a police officer attend?</th> </tr> <tr> <td>Poor turn or manoeuvre (Driver/Rider - Error)</td> <td>Vehicle 001</td> <td>Very likely</td> <td>Yes</td> </tr> </table>	Contributory Factors	Participant	Confidence	Did a police officer attend?	Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Contributory Factors	Participant	Confidence	Did a police officer attend?						
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes						

Accident Description

V1 a Pedal Cyclist was Waiting at the Junction to Turn Right. he Looked to the right and Saw Nothing and Looked to the left Where a Vehicle Slowed down and Beconned Him across the Road. V1 then Started to Leave the Junction when he was Hit at Low Spe Ed by V2 Who Could Not Avoid the Cyclist.

2 Vehicles

Vehicle number.....1 Other vehicle.....2 Vehicle class.....Pedal Cycle Junction location...Mid junction Restricted location.On main carriageway Direction.....West South Manoeuvres.....Turning right Skidding.....No Left c'way.....Did not leave c'way Towing.....No Foreign vehicle.....Not foreign	First impact.....Offside Hit object in c'way..None Hit object off c'way.None Parts damaged..... / / Driver gender.....Male Driver age.....28 Hit and Run.....No Breath test.....Not applicable Journey purpose.....Commuting to/from work
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Vehicle number.....2 Other vehicle.....1 Vehicle class.....Car Junction location...Mid junction Restricted location.On main carriageway Direction.....South North Manoeuvres.....Going ahead other Skidding.....No Left c'way.....Did not leave c'way Towing.....No Foreign vehicle.....Not foreign	First impact.....Nearside Hit object in c'way..None Hit object off c'way.None Parts damaged..... / / Driver gender.....Female Driver age.....45 Hit and Run.....No Breath test.....Negative Journey purpose.....Other
---	---

1 Casualty

Casualty number.....1 Casualty class.....Driver or Rider Gender.....Male Age.....28 Severity.....Slight Vehicle no.....1 Ped Direction.....	Car passenger.....Not a passenger PSV passenger.....Not a passenger Seat belt usage..... School pupil.....Other School Pedestrian location.. Pedestrian movement.. Roadworker injured...
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Accident Reference: 1203991	Slight	A259 Crookthorn Lane Climping At Junction Of U Church Lane	Accident 3 of 29
Date & time.....Friday 03/08/2012 18:09		Speed limit.....40 Mph	
Grid reference.....500440/101935		Road type.....Roundabout	
District.....Arun		Junction detail.....Roundabout	
Primary road.....A259		Junction control.....Give way sign or uncontrolled	
Secondary road.....U		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Daylight		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.1	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors		Participant	Confidence
Failed to look properly (Driver/Rider - Error)		Vehicle 001	Very likely
			Did a police officer attend?
			Yes

Accident Description

Vehicle 1 was Travelling Eastbound on the A259. Vehicle 2 was Coming over the Roundabout from the Right. Vehicle 1 Failed to See Vehicle 2 and Collided with the Side of Vehicle 2 on the Roundabout.

2 Vehicles

Vehicle number.....1	First impact.....Front
Other vehicle.....2	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Entering roundabout	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West East	Driver age.....73
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Nearside
Other vehicle.....1	Hit object in c'way..None
Vehicle class.....Pedal Cycle	Hit object off c'way.None
Junction location...Entering roundabout	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....South North	Driver age.....30
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Not applicable
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....30	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1204555	Serious	A259 Bognor Road Littlehampton At Junction Of U Ford Road Outside at Junction as Shown Above.	Accident 4 of 29
Date & time.....Tuesday 04/09/2012 00:36		Speed limit.....30 Mph	
Grid reference.....500474/101938		Road type.....Roundabout	
District.....Arun		Junction detail.....Roundabout	
Primary road.....A259		Junction control.....Give way sign or uncontrolled	
Secondary road.....U		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Dark/no lights		Number of vehicles...1	
Crossing(human).....No Human control within 50m		Number of casualties..1	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors		Participant	Confidence
Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001	Very likely
			Did a police officer attend?
			No - reported over the counter

Accident Description

V1 Heading West on A259 on Approach to Roundabout at the Ford Road. for Reasons as Yet Unknown, V1 Lost Control at Roundabout, Impacted with Kerb of Roundabout and Fell from Bike. both Bike and Rider Impacted with Road Side on Roundabout, Before Co Ming to a Rest in the Road.

1 Vehicle

Vehicle number.....1	First impact.....Front
Other vehicle.....0	Hit object in c'way..Central island of roundabout
Vehicle class.....M/cycle > 500cc	Hit object off c'way.Nearside/offside crash barrier
Junction location...Mid junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....East West	Driver age.....26
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Left c'way near-side	Breath test.....Negative
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....26	School pupil.....Other
	School
Severity.....Serious	Pedestrian location..
Vehicle no.....1	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1204673	Slight	B2233 Yapton Road Climping 247M South Of U Horsemere Green Lane	Accident 5 of 29
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Date & time.....Saturday 08/09/2012 15:19
 Grid reference.....499530/102039
 District.....Arun
 Primary road.....B2233
 Secondary road.....
 Weather.....Fine
 Lighting.....Daylight
 Crossing(human).....No Human control within 50m
 Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
 Road type.....Single c'way
 Junction detail.....Not at or within 20m of junction
 Junction control.....
 Special conditions...None
 Carriageway hazards..None
 Number of vehicles...3
 Number of casualties.1
 Surface.....Dry

Contributory Factors

Sudden braking (Driver/Rider - Error)	Participant Vehicle 003	Confidence Very likely	Did a police officer attend? Yes
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Accident Description

the Pedal Cyclist was Travelling Northbound and in the Belief That an Overtaking Vehicle was Going to Collide with her she Braked Heavily Causing her to Go over the Handle Bars of her Bike. it Has Been Suggested That the Vehicles 2 and Three Were Rac Ing Each Other, no Vehicle Detials Obtained.

3 Vehicles

Vehicle number.....1	First impact.....Did not impact
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way..None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Not known
Direction.....South North	Driver age.....30
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Not contacted
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Did not impact
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way..None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Not known
Direction.....South North	Driver age.....30
Manoeuvres.....O/T moving vehicle on its O/S	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Not contacted
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

Vehicle number.....3	First impact.....Did not impact
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Pedal Cycle	Hit object off c'way..None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Female
Direction.....South North	Driver age.....58
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Not applicable
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Female	Seat belt usage.....
Age.....58	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....3	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference:1205568 Slight U Church Lane Climping At Junction Of U Horsmere Accident 6 of 29
Green

Date & time.....Tuesday 16/10/2012 18:45 Speed limit.....40 Mph
Grid reference.....500282/102422 Road type.....Single c'way
District.....Arun Junction detail.....T or Staggered junction
Primary road.....U Junction control.....Give way sign or uncontrolled
Secondary road.....U Special conditions...None
Weather.....Fine Carriageway hazards..None
Lighting.....Dark/no lights Number of vehicles...2
Crossing(human).....No Human control within 50m Number of casualties.1
Crossing(physical)..No crossing facility within 50m Surface.....Dry

Contributory Factors

Junction restart (Driver/Rider - Error)

Participant **Confidence** **Did a police officer attend?**
Vehicle 001 Very likely

No - reported
over the
counter

Accident Description

V2 was Traveling North on Church Lane, Climping Heading Towards Ford Before Ford Prison. V1 Pulled out of the Junction of Horsmere Green, Yapton, V2 Attempted Evasive Action and Front End of V1 Made Contact with Near Side Front Wing of V2 Causing Dam Age down Full Nearside Length of Vehicle. both Vehicles Stopped and Exchanged Name and Number.

2 Vehicles

Vehicle number.....1 First impact.....Front
Other vehicle.....2 Hit object in c'way..None
Vehicle class.....Taxi Hit object off c'way.None
Junction location...Entering main road Parts damaged..... / /
Restricted location.On main carriageway Driver gender.....Male
Direction.....West South Driver age.....55
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way Hit and Run.....No
Towing.....No Breath test.....Not contacted
Foreign vehicle.....Not foreign Journey purpose.....Other

Vehicle number.....2 First impact.....Nearside
Other vehicle.....1 Hit object in c'way..None
Vehicle class.....Car Hit object off c'way.None
Junction location...Approaching or parked on approach to Parts damaged..... / /
Restricted location.On main carriageway Driver gender.....Male
Direction.....South North Driver age.....34
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way Hit and Run.....No
Towing.....No Breath test.....Not contacted
Foreign vehicle.....Not foreign Journey purpose.....Other

1 Casualty

Casualty number.....1 Car passenger.....Not a passenger
Casualty class.....Driver or Rider PSV passenger.....Not a passenger
Gender.....Male Seat belt usage.....
Age.....34 School pupil.....Other
Severity.....Slight School
Vehicle no.....2 Pedestrian location..
Ped Direction..... Pedestrian movement..
Roadworker injured...

Accident Reference: 1206085	Slight	U Church Road Climping 50M North Of A259 Crookthorne Lane	Accident 7 of 29
Date & time.....Thursday 15/11/2012 17:16		Speed limit.....40 Mph	
Grid reference.....500434/101992		Road type.....Single c'way	
District.....Arun		Junction detail.....Not at or within 20m of junction	
Primary road.....U		Junction control.....	
Secondary road.....		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Dark/no lights		Number of vehicles...4	
Crossing(human).....No Human control within 50m		Number of casualties.2	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors		Participant	Confidence
Failed to look properly (Driver/Rider - Error)		Vehicle 001	Possible
Travelling too fast for conditions (Driver/Rider - Injudicious)		Vehicle 001	Very likely
			Did a police officer attend?
			Yes

Accident Description

V1,2,3 and 4 All Heading South on Church Road Towards A259. V4,3 and 2 Came to Rest in Traffic and V1 Failed to See and Collided into Rear of V2 Pushing it into V3 and on to V4. Occs of V2 and V4 Sustained Minor Whiplash Style Injuries.

4 Vehicles

Vehicle number.....1	
Other vehicle.....2	First impact.....Front
Vehicle class.....Car	Hit object in c'way..None
Junction location...Not at junction	Hit object off c'way.None
Restricted location.On main carriageway	Parts damaged..... / /
Direction.....North South	Driver gender.....Male
Manoeuvres.....Going ahead other	Driver age.....37
Skidding.....No	
Left c'way.....Did not leave c'way	Hit and Run.....No
Towing.....No	Breath test.....Negative
Foreign vehicle.....Not foreign	Journey purpose.....Other
Vehicle number.....2	
Other vehicle.....1	First impact.....Back
Vehicle class.....Car	Hit object in c'way..None
Junction location...Not at junction	Hit object off c'way.None
Restricted location.On main carriageway	Parts damaged..... / /
Direction.....North South	Driver gender.....Male
Manoeuvres.....Stopping	Driver age.....51
Skidding.....No	
Left c'way.....Did not leave c'way	Hit and Run.....No
Towing.....No	Breath test.....Negative
Foreign vehicle.....Not foreign	Journey purpose.....Other
Vehicle number.....3	
Other vehicle.....2	First impact.....Back
Vehicle class.....Car	Hit object in c'way..None
Junction location...Not at junction	Hit object off c'way.None
Restricted location.On main carriageway	Parts damaged..... / /
Direction.....North South	Driver gender.....Female
Manoeuvres.....Stopping	Driver age.....53
Skidding.....No	
Left c'way.....Did not leave c'way	Hit and Run.....No
Towing.....No	Breath test.....Negative
Foreign vehicle.....Not foreign	Journey purpose.....Other
Vehicle number.....4	
Other vehicle.....3	First impact.....Back
Vehicle class.....Car	Hit object in c'way..None
Junction location...Not at junction	Hit object off c'way.None
Restricted location.On main carriageway	Parts damaged..... / /
Direction.....North South	Driver gender.....Male
Manoeuvres.....Waiting to go ahead but held up	Driver age.....26
Skidding.....No	
Left c'way.....Did not leave c'way	Hit and Run.....No
Towing.....No	Breath test.....Negative
Foreign vehicle.....Not foreign	Journey purpose.....Other

2 Casualties

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....51	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...
Casualty number.....2	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....26	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....4	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference:1206309 Slight A259 Climping At Junction Of Cl7 Church Lane Accident 8 of 29

Date & time.....Tuesday 27/11/2012 15:37 Speed limit.....40 Mph
 Grid reference.....500457/101955 Road type.....Roundabout
 District.....Arun Junction detail.....Roundabout
 Primary road.....A259 Junction control.....Give way sign or uncontrolled
 Secondary road.....Cl7 Special conditions...None
 Weather.....Fine Carriageway hazards..None
 Lighting.....Daylight Number of vehicles...2
 Crossing(human).....No Human control within 50m Number of casualties.2
 Crossing(physical)..No crossing facility within 50m Surface.....Wet

Contributory Factors

	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Inexperience with vehicle type (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Possible	

Accident Description

V2 (Police Vehicle) on Grade 1 Response to an Emergency Incident, Heading Eastbound on A259 with Blue Lights Activated and Siren Sounding, Entered Climping Roundabout. V1 Heading South on Church Lane Entered Roundabout. V2 Nearside Struck V1 Offside Driver Door.

2 Vehicles

Vehicle number.....1	First impact.....Offside
Other vehicle.....2	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Entering roundabout	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....North South	Driver age.....59
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Nearside
Other vehicle.....1	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Leaving roundabout	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West East	Driver age.....47
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Journey as part of work
Foreign vehicle.....Not foreign	

2 Casualties

Casualty number.....1	Car passenger.....Front seat passenger
Casualty class.....Passenger	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....26	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...
Casualty number.....2	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....47	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1206775	Slight	A259 Crookthorn Lane Littlehampton 100M East Of U Church Lane Outside Climping Village Hall	Accident 9 of 29
Date & time.....Tuesday 18/12/2012 14:35		Speed limit.....40 Mph	
Grid reference.....500568/101963		Road type.....Single c'way	
District.....Arun		Junction detail.....Not at or within 20m of junction	
Primary road.....A259		Junction control.....	
Secondary road.....		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Daylight		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.3	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors		Participant	Confidence
Failed to look properly (Driver/Rider - Error)		Vehicle 001	Very likely
Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	Very likely
Following too close (Driver/Rider - Injudicious)		Vehicle 001	Possible
			Did a police officer attend?
			No - reported over the counter

Accident Description

V2 was Indicating left to Enter Car Park of Climping Village Hall. V1 Has Collided with Rear of V2, Causing Slight Damage. Driver of V1 Drove Away from the Scene Without Exchanging Details.

2 Vehicles

Vehicle number.....1	First impact.....Front
Other vehicle.....2	Hit object in c'way..None
Vehicle class.....Van/Goods < 3.5t	Hit object off c'way.None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West East	Driver age.....51
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....Yes
Left c'way.....Did not leave c'way	Breath test.....Not contacted
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Back
Other vehicle.....1	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West North	Driver age.....73
Manoeuvres.....Turning left	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Not contacted
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

3 Casualties

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....73	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...
Casualty number.....2	Car passenger.....Front seat passenger
Casualty class.....Passenger	PSV passenger.....Not a passenger
Gender.....Female	Seat belt usage.....
Age.....68	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...
Casualty number.....3	Car passenger.....Rear seat passenger
Casualty class.....Passenger	PSV passenger.....Not a passenger
Gender.....Female	Seat belt usage.....
Age.....41	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1302802	Slight	A259 CROOKTHORN LANE CLIMPING AT JUNCTION OF U CHURCH LANE	Accident 10 of 29
Date & time.....Friday 31/05/2013 10:15		Speed limit.....40 Mph	
Grid reference.....500447/101937		Road type.....Single c'way	
District.....Arun		Junction detail.....Roundabout	
Primary road.....A259		Junction control.....Give way sign or uncontrolled	
Secondary road.....U		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Daylight		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.2	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

Accident Description

VEHICLE 2 (REPORTING) WAS POSITIONED FOR A LEFT TURN AND AWAITING A GAP IN THE TRAFFIC. VEHICLE 1 RAN INTO THE BACK OF VEHICLE 2 THEREBY PUSHING VEHICLE 2 INTO THE CENTRE OF THE ROUNDABOUT AND CAUSING WHIPLASH INJURIES TO BOTH OF ITS OCCUPANTS. DRIVERVEHICLE 1 DROVE OFF - IT IS BELIEVED IN THE DIRECTION OF BOGNOR (WEST)

2 Vehicles

Vehicle number.....1	First impact.....Front
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way..None
Junction location...Approaching or parked on approach to	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Not known
Direction.....North West	Driver age.....25
Manoeuvres.....Turning right	
Skidding.....No	Hit and Run.....Yes
Left c'way.....Did not leave c'way	Breath test.....Not contacted
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Back
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way..None
Junction location...Mid junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Female
Direction.....North East	Driver age.....59
Manoeuvres.....Waiting to turn left	
Skidding.....No	Hit and Run.....No
Left c'way.....Left c'way straight ahead at junction	Breath test.....Not contacted
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

2 Casualties

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Female	Seat belt usage.....
Age.....59	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...
Casualty number.....2	Car passenger.....Front seat passenger
Casualty class.....Passenger	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....48	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1304314	Serious	B2233 YAPTON ROAD LITTLEHAMPTON 250M EAST OF U HORSEMERE GREEN LANE OUTSIDE THE GLEBE YAPTON ROAD	Accident 11 of 29
Date & time.....Sunday 18/08/2013 03:35		Speed limit.....40 Mph	
Grid reference.....499531/102054		Road type.....Single c'way	
District.....Arun		Junction detail.....Not at or within 20m of junction	
Primary road.....B2233		Junction control.....	
Secondary road.....		Special conditions...None	
Weather.....Rain Wind		Carriageway hazards..None	
Lighting.....Dark/no lights		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.2	
Crossing(physical)..No crossing facility within 50m		Surface.....Wet	
Contributory Factors		Participant	Confidence
Impaired by alcohol (Driver/Rider - Impairment)		Vehicle 001	Very likely
			Did a police officer attend?
			Yes

Accident Description

VEHICLE 1 BEING DRIVEN EAST ON YAPTON ROAD, DRIVER HAS LOST CONTROL AND COLLIDED WITH A BRICK WALL BELONGING TO HOUSE. PART OF THE WALL HAS COLLAPSED AND HIT A PARKET TRAILER CAUSING EXTENSIVE DAMAGE TO IT (WILL HAVE TO BE SCRAPPED). A WHEEL HAS DETACHED IN THE COLLISION AND HIT VEHICLE 2 CAUSING DAMAGE TO FRONT OF THIS VEHICLE. TWO PERSONS IN VEHICLE 1 ONE REMAINED WITH THE VEHICLE THE OTHER WALKED OFF, BOTH UNDER THE INFLUENCE OF ALCOHOL.

2 Vehicles

Vehicle number.....1	
Other vehicle.....0	First impact.....Front
Vehicle class.....Car	Hit object in c'way..None
Junction location...Not at junction	Hit object off c'way.Other permanent object
Restricted location.On main carriageway	Parts damaged..... / /
Direction.....West South east	Driver gender.....Female
Manoeuvres.....Going ahead right hand bend	Driver age.....28
Skidding.....No	
Left c'way.....Left c'way near-side	Hit and Run.....No
Towing.....No	Breath test.....Not provided
Foreign vehicle.....Not foreign	Journey purpose.....Other

Vehicle number.....2	
Other vehicle.....0	First impact.....Nearside
Vehicle class.....Car	Hit object in c'way..None
Junction location...Not at junction	Hit object off c'way.None
Restricted location.On lay-by	Parts damaged..... / /
Direction.....Parked Parked	Driver gender.....Not known
Manoeuvres.....Parked	Driver age.....-1
Skidding.....No	
Left c'way.....Did not leave c'way	Hit and Run.....No
Towing.....No	Breath test.....Not contacted
Foreign vehicle.....Not foreign	Journey purpose.....Other

2 Casualties

Casualty number.....1	
Casualty class.....Driver or Rider	Car passenger.....Not a passenger
Gender.....Female	PSV passenger.....Not a passenger
Age.....28	Seat belt usage.....
	School pupil.....Other
	School
Severity.....Serious	Pedestrian location..
Vehicle no.....1	Pedestrian movement..
Ped Direction.....	Roadworker injured...
Casualty number.....2	
Casualty class.....Passenger	Car passenger.....Front seat passenger
Gender.....Female	PSV passenger.....Not a passenger
Age.....42	Seat belt usage.....
	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....1	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference:1304447 Fatal A259 CROOKTHORN LANE LITTLEHAMPTON AT JUNCTION OF B2233 YAPTON ROAD Accident 12 of 29

Date & time.....Sunday 25/08/2013 13:57
 Grid reference.....499712/101670
 District.....Arun
 Primary road.....A259
 Secondary road.....B2233
 Weather.....Fine
 Lighting.....Daylight
 Crossing(human).....No Human control within 50m
 Crossing(physical)..No crossing facility within 50m
 Speed limit.....40 Mph
 Road type.....Single c'way
 Junction detail.....T or Staggered junction
 Junction control.....Give way sign or uncontrolled
 Special conditions...None
 Carriageway hazards..None
 Number of vehicles...2
 Number of casualties.1
 Surface.....Dry

Contributory Factors

	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	
Impaired by drugs (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 002	Possible	
Exceeding speed limit (Driver/Rider - Injudicious)	Vehicle 002	Possible	

Accident Description

V2 MOTORCYCLE TRAVELLING E/B ON THE A259, HEADING FROM BOGNOR TO LITTLEHAMPTON. V1 MOTORCAR WAS ON B2233 YAPTON ROAD. V1 AT T-JUNCTION WAITING TO TURN RIGHT ONTO THE A259. V1 PULLS OUT OF JUNCTION INTO THE PATH OF MOTORCYCLE. MOTORCYCLE COLLIDES WITH MOTORCAR. FATAL INJURIES SUFFERED TO THE RIDER OF V2

2 Vehicles

Vehicle number.....1	First impact.....Nearside
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way..None
Junction location...Entering main road	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Female
Direction.....North West	Driver age.....53
Manoeuvres.....Turning right	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Front
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....M/cycle > 500cc	Hit object off c'way..None
Junction location...Approaching or parked on approach to	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West East	Driver age.....48
Manoeuvres.....Going ahead other	
Skidding.....Yes	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Not requested
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....48	School pupil.....Other
	School
Severity.....Fatal	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1304739	Slight	A259 CROOKTHORN LANE CLIMPING AT JUNCTION OF U ENTRANCE TO VILLAGE HALL OUTSIDE ENTRANCE/EXIT TO VILLAGE HALL	Accident 13 of 29
Date & time.....Sunday 08/09/2013 16:20		Speed limit.....40 Mph	
Grid reference.....500569/101974		Road type.....Single c'way	
District.....Arun		Junction detail.....Using private drive or entrance	
Primary road.....A259		Junction control.....Give way sign or uncontrolled	
Secondary road.....U		Special conditions...None	
Weather.....Rain		Carriageway hazards..None	
Lighting.....Daylight		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.1	
Crossing(physical)..No crossing facility within 50m		Surface.....Wet	

Contributory Factors	Participant	Confidence	Did a police officer attend?
Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description

V1 CYCLIST TRAVELLING WEST ON CYCLE LANE ON NORTH SIDE OF CROOKTHORN LANE, CLIMPING APPROACHED ENTRANCE TO VILLAGE HALL. CYCLE LANE BREAKS AND HAS TO GIVE WAY TO TRAFFIC ENTERING/LEAVING THE VILLAGE HALL. V1 CYCLIST FAILED TO GIVE WAY AND COLLIDED WITH V2 MOTOR CAR LEAVING VILLAGE HALL WHO HAD NO VIEW OF CYCLE LANE UNTIL EXITED ENOUGH TO COLLIDED WITH CYCLIST AGAINST FNS WING CAUSING CYCLIST MINOR INJURY NAMELY CUT ABOVE RIGHT EYE.

2 Vehicles

Vehicle number.....1	First impact.....Front
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Pedal Cycle	Hit object off c'way.None
Junction location...Approaching or parked on approach to	Parts damaged..... / /
Restricted location.Cycleway	Driver gender.....Female
Direction.....East West	Driver age.....48
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Not applicable
Towing.....No	Journey purpose.....Unknown
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Nearside
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Entering main road	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....North West	Driver age.....57
Manoeuvres.....Waiting to turn right	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Unknown
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Female	Seat belt usage.....
Age.....48	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....1	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference:1306138 Slight A259 CLIMPING 30M EAST OF CROOKTHORNE LANE Accident 14 of 29

Date & time.....Sunday 10/11/2013 15:51 Speed limit.....40 Mph
 Grid reference.....500502/101944 Road type.....Single c'way
 District.....Arun Junction detail.....Not at or within 20m of junction
 Primary road.....A259 Junction control.....
 Secondary road.....
 Weather.....Other Special conditions...None
 Lighting.....Daylight Carriageway hazards..None
 Crossing(human).....No Human control within 50m Number of vehicles...2
 Crossing(physical)..No crossing facility within 50m Number of casualties.1
 Surface.....Wet

Contributory Factors

Failed to judge other person's path/speed (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	Yes

Accident Description

VEH 1 TRAVELLING W COLLIDED WITH REAR OF STATIONARY VEH 2

2 Vehicles

Vehicle number.....1	First impact.....Back
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Female
Direction.....East West	Driver age.....36
Manoeuvres.....Waiting to go ahead but held up	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Unknown
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Front
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....East West	Driver age.....39
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Unknown
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Front seat passenger
Casualty class.....Passenger	PSV passenger.....Not a passenger
Gender.....Female	Seat belt usage.....
Age.....44	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1400243	Slight	A259 CROOKTHORN LANE CLIMPING AT JUNCTION OF U CHURCH LANE	Accident 15 of 29
Date & time.....Monday 06/01/2014 11:45		Speed limit.....50 Mph	
Grid reference.....500412/101910		Road type.....Single c'way	
District.....Arun		Junction detail.....Roundabout	
Primary road.....A259		Junction control.....Give way sign or uncontrolled	
Secondary road.....U		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Daylight		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.1	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	No - reported over the counter

Accident Description

INFORMANT (INJURED PARTY) WAS CYCLING ACROSS THE ROUNDABOUT. A VEHICLE CAME FROM HIS RIGHT AND COLLIDED WITH HIM KNOCKING HIM OFF HIS BIKE. DRIVER OF THE VEHICLE 1 DID NOT STOP.

2 Vehicles

Vehicle number.....1	First impact.....Front
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Mid junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....North West	Driver age.....30
Manoeuvres.....Turning right	Hit and Run.....No
Skidding.....No	Breath test.....Not requested
Left c'way.....Did not leave c'way	Journey purpose.....Unknown
Towing.....No	
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Offside
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Pedal Cycle	Hit object off c'way.None
Junction location...Mid junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....South North	Driver age.....63
Manoeuvres.....Going ahead other	Hit and Run.....No
Skidding.....No	Breath test.....Not contacted
Left c'way.....Did not leave c'way	Journey purpose.....Unknown
Towing.....No	
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....63	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1400267	Serious	B2233 YAPTON ROAD CLIMPING AT JUNCTION OF A259	Accident 16 of 29
		CROOKTHORN LANE OUTSIDE THE OYSTER CATCHER PUBLIC	
Date & time.....Tuesday 14/01/2014 06:30	HOUSE	Speed limit.....40 Mph	
Grid reference.....499732/101694		Road type.....Single c'way	
District.....Arun		Junction detail.....T or Staggered junction	
Primary road.....B2233		Junction control.....Give way sign or uncontrolled	
Secondary road.....A259		Special conditions...None	
Weather.....Rain		Carriageway hazards..None	
Lighting.....Dark/no lights		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.1	
Crossing(physical)..No crossing facility within 50m		Surface.....Wet	
Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

Accident Description

V2 CYCLIST APPROACHING A259 SOUTHBOUND WHEN STRUCK FROM BEHIND BY V1 A BLACK CAR WITH LOUD BORE EXHAUST. V1 HAS THEN FAILED TO STOP AND CONTINUED SOUTH. UNKNOWN LEFT OR RIGHT

2 Vehicles

Vehicle number.....1	First impact.....Nearside
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Approaching or parked on approach to	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Not known
Direction.....North South	Driver age.....-1
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....Yes
Left c'way.....Did not leave c'way	Breath test.....Not contacted
Towing.....No	Journey purpose.....Unknown
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Offside
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Pedal Cycle	Hit object off c'way.None
Junction location...Approaching or parked on approach to	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....North South	Driver age.....41
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Not applicable
Towing.....No	Journey purpose.....Unknown
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....41	School pupil.....Other
	School
Severity.....Serious	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1401397	Slight	B2233 YAPTON ROAD CLIMPING AT JUNCTION OF U HORSEMER GREEN LANE	Accident 17 of 29
Date & time.....Wednesday 12/03/2014 14:13		Speed limit.....40 Mph	
Grid reference.....499326/102183		Road type.....Single c'way	
District.....Arun		Junction detail.....T or Staggered junction	
Primary road.....B2233		Junction control.....Give way sign or uncontrolled	
Secondary road.....U		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Daylight		Number of vehicles...2	
Crossing(human)....No Human control within 50m		Number of casualties.3	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors		Participant	Confidence
Failed to look properly (Driver/Rider - Error)		Vehicle 001	Very likely
			Did a police officer attend?
			Yes

Accident Description

V1 HEADING NORTH ON YAPTON ROAD WHEN DRIVER ATTEMPTED TO CONDUCT U-TURN IN JUNCTION. DRIVER FAILED TO SEE ONCOMING V2 AND PULLED OUT INTO HIS PATH.

2 Vehicles

Vehicle number.....1	
Other vehicle.....0	
Vehicle class.....Car	First impact.....Nearside
Junction location...Leaving main road	Hit object in c'way..None
Restricted location.On main carriageway	Hit object off c'way.None
Direction.....South South	Parts damaged..... / /
Manoeuvres.....U Turn	Driver gender.....Female
Skidding.....No	Driver age.....22
Left c'way.....Did not leave c'way	
Towing.....No	Hit and Run.....No
Foreign vehicle.....Not foreign	Breath test.....Negative
	Journey purpose.....Unknown

Vehicle number.....2	
Other vehicle.....0	
Vehicle class.....Car	First impact.....Front
Junction location...Approaching or parked on approach to	Hit object in c'way..None
Restricted location.On main carriageway	Hit object off c'way.None
Direction.....North South	Parts damaged..... / /
Manoeuvres.....Going ahead other	Driver gender.....Male
Skidding.....No	Driver age.....43
Left c'way.....Did not leave c'way	
Towing.....No	Hit and Run.....No
Foreign vehicle.....Not foreign	Breath test.....Negative
	Journey purpose.....Unknown

3 Casualties

Casualty number.....1		Car passenger.....Not a passenger
Casualty class.....Driver or Rider		PSV passenger.....Not a passenger
Gender.....Female		Seat belt usage.....
Age.....22		School pupil.....Other
		School
Severity.....Slight		Pedestrian location..
Vehicle no.....1		Pedestrian movement..
Ped Direction.....		Roadworker injured...
Casualty number.....2		Car passenger.....Front seat passenger
Casualty class.....Passenger		PSV passenger.....Not a passenger
Gender.....Female		Seat belt usage.....
Age.....23		School pupil.....Other
		School
Severity.....Slight		Pedestrian location..
Vehicle no.....1		Pedestrian movement..
Ped Direction.....		Roadworker injured...
Casualty number.....3		Car passenger.....Not a passenger
Casualty class.....Driver or Rider		PSV passenger.....Not a passenger
Gender.....Male		Seat belt usage.....
Age.....43		School pupil.....Other
		School
Severity.....Slight		Pedestrian location..
Vehicle no.....2		Pedestrian movement..
Ped Direction.....		Roadworker injured...

Accident Reference: 1401400	Slight	A259 GREVATTS LANE CLIMPING AT JUNCTION OF U ENTRANCE TO BUSINESS PARK OUTSIDE O/SIDE HOBBS NEW	Accident 18 of 29
Date & time.....Thursday 13/03/2014 18:35 BARN		Speed limit.....60 Mph	
Grid reference.....499331/101618		Road type.....Single c'way	
District.....Arun		Junction detail.....Using private drive or entrance	
Primary road.....A259		Junction control.....Give way sign or uncontrolled	
Secondary road.....U		Special conditions...None	
Weather.....Fog Mist		Carriageway hazards..None	
Lighting.....Dark/no lights		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.1	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors		Participant	Confidence
Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	Possible
Rain, sleet, snow or fog (Driver/Rider - Vision Affected)		Vehicle 001	Possible
			Did a police officer attend?
			Yes

Accident Description

V1 WAS TRAVELLING EASTBOUND ALONG A259. V2 TRAVELLING WAS WESTBOUND. V1 TURNED RIGHT INTO HOBBS NEW BARN. V2 ALSO INTENDING ON TURNING INTO HOBBS NEW BARN. V1 CROSSED INTO THE PATH OF V2.

2 Vehicles

Vehicle number.....1	First impact.....Nearside
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Goods > 7.5t	Hit object off c'way.None
Junction location...Leaving main road	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West South	Driver age.....40
Manoeuvres.....Turning right	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Journey as part of work
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Front
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Leaving main road	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....East South	Driver age.....42
Manoeuvres.....Turning left	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Journey as part of work
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....42	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1404974	Slight	A259 CROOKTHORN LANE CLIMPING 100M EAST OF U CLIMPING STREET OUTSIDE BAIRDS FARM SHOP	Accident 19 of 29
Date & time.....Sunday 24/08/2014 14:35		Speed limit.....40 Mph	
Grid reference.....499934/101792		Road type.....Single c'way	
District.....Arun		Junction detail.....Not at or within 20m of junction	
Primary road.....A259		Junction control.....	
Secondary road.....		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Daylight		Number of vehicles...2	
Crossing(human)....No Human control within 50m		Number of casualties.4	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors		Participant	Confidence
Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	Very likely
			Did a police officer attend?
			No - reported over the counter

Accident Description

V2 WAS TRAVELLING WESTBOUND ALONG A259, V1 WAS TRAVELLING BEHIND. V2 SLOWED DUE TO SLOW MOVING/STATIONARY TRAFFIC AHEAD. V1 FAILED TO SEE V2 SLOWING AND COLLIDED WITH REAR OF V2.

2 Vehicles

Vehicle number.....1	
Other vehicle.....0	
Vehicle class.....Van/Goods < 3.5t	First impact.....Front
Junction location...Not at junction	Hit object in c'way..None
Restricted location.On main carriageway	Hit object off c'way.None
Direction.....East West	Parts damaged..... / /
Manoeuvres.....Going ahead other	Driver gender.....Male
Skidding.....No	Driver age.....25
Left c'way.....Did not leave c'way	
Towing.....No	Hit and Run.....No
Foreign vehicle.....Not foreign	Breath test.....Not contacted
	Journey purpose.....Journey as part of work

Vehicle number.....2	
Other vehicle.....0	
Vehicle class.....Car	First impact.....Back
Junction location...Not at junction	Hit object in c'way..None
Restricted location.On main carriageway	Hit object off c'way.None
Direction.....East West	Parts damaged..... / /
Manoeuvres.....Stopping	Driver gender.....Male
Skidding.....No	Driver age.....54
Left c'way.....Did not leave c'way	
Towing.....No	Hit and Run.....No
Foreign vehicle.....Not foreign	Breath test.....Not contacted
	Journey purpose.....Unknown

4 Casualties

Casualty number.....1		Car passenger.....Front seat passenger
Casualty class.....Passenger		PSV passenger.....Not a passenger
Gender.....Male		Seat belt usage.....
Age.....55		School pupil.....Other
		School
Severity.....Slight		Pedestrian location..
Vehicle no.....2		Pedestrian movement..
Ped Direction.....		Roadworker injured...
Casualty number.....2		
Casualty class.....Driver or Rider		Car passenger.....Not a passenger
Gender.....Male		PSV passenger.....Not a passenger
Age.....54		Seat belt usage.....
		School pupil.....Other
Severity.....Slight		School
Vehicle no.....2		Pedestrian location..
Ped Direction.....		Pedestrian movement..
		Roadworker injured...
Casualty number.....3		
Casualty class.....Passenger		Car passenger.....Rear seat passenger
Gender.....Male		PSV passenger.....Not a passenger
Age.....28		Seat belt usage.....
		School pupil.....Other
Severity.....Slight		School
Vehicle no.....2		Pedestrian location..
Ped Direction.....		Pedestrian movement..
		Roadworker injured...
Casualty number.....4		
Casualty class.....Passenger		Car passenger.....Rear seat passenger
Gender.....Female		PSV passenger.....Not a passenger
Age.....26		Seat belt usage.....
		School pupil.....Other
Severity.....Slight		School
Vehicle no.....2		Pedestrian location..
Ped Direction.....		Pedestrian movement..
		Roadworker injured...

Accident Reference: 1406124	Slight	B2233 YAPTON ROAD YAPTON. 100M SOUTH OF U HORSEMERE GREEN LANE OUTSIDE NONE NEAR.	Accident 20 of 29
Date & time.....Sunday 10/08/2014 00:49		Speed limit.....60 Mph	
Grid reference.....499421/102078		Road type.....Single c'way	
District.....Arun		Junction detail.....Not at or within 20m of junction	
Primary road.....B2233		Junction control.....	
Secondary road.....		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Dark/no lights		Number of vehicles...1	
Crossing(human).....No Human control within 50m		Number of casualties.1	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors		Participant	Confidence
Impaired by alcohol (Driver/Rider - Impairment)		Vehicle 001	Very likely
			Did a police officer attend?
			Yes

Accident Description

VEH1 HEADING SOUTH ON YAPTON ROAD. FOR REASONS UNKNOWN, DRIVER LOST CONTROL ON TIGHT LEFT HAND BEND, EXITED ROAD TO THE OFFSIDE, IMPACTING WITH SMALL TREES/BUSHES, BEFORE COMING TO A REST.

1 Vehicle

Vehicle number.....1	First impact.....Front
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.Tree
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....East South east	Driver age.....47
Manoeuvres.....Going ahead left hand bend	
Skidding.....No	Hit and Run.....No
Left c'way.....Left c'way Offside	Breath test.....Positive
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Front seat passenger
Casualty class.....Passenger	PSV passenger.....Not a passenger
Gender.....Female	Seat belt usage.....
Age.....40	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....1	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1406538	Slight	A259 CROOKTHORN LANE YAPTON 67M WEST OF B2233 YAPTON ROAD	Accident 21 of 29
Date & time.....Thursday 06/11/2014 06:15		Speed limit.....40 Mph	
Grid reference.....499659/101664		Road type.....Single c'way	
District.....Arun		Junction detail.....Not at or within 20m of junction	
Primary road.....A259		Junction control.....	
Secondary road.....		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Dark/no lights		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.1	
Crossing(physical)..No crossing facility within 50m		Surface.....Ice	
Contributory Factors		Participant	Confidence
Too close to cyclist, horse or pedestrian (Driver/Rider - Error)		Vehicle 001	Very likely
			Did a police officer attend?
			Yes

Accident Description

VEHICLE 2 CYCLING EASTBOUND ON A259 TOWARDS ABOVE JUNCTION. VEHICLE 1 ALSO EASTBOUND WHEN DRIVERS NEARSIDE WING MIRROR STRIKES CYCLIST CAUSING HIM TO FALL FROM BIKE.

2 Vehicles

Vehicle number.....1	First impact.....Nearside
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Van/Goods < 3.5t	Hit object off c'way.None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West East	Driver age.....35
Manoeuvres.....O/T moving vehicle on its O/S	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Commuting to/from work
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Offside
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Pedal Cycle	Hit object off c'way.None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West East	Driver age.....52
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Not applicable
Towing.....No	Journey purpose.....Commuting to/from work
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....52	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference:1407039 Slight A259 GREVATTS LANE CLIMPING 25M WEST OF B2233 YAPTON Accident 22 of 29
ROAD

Date & time.....Monday 01/12/2014 00:25 Speed limit.....40 Mph
Grid reference.....499699/101667 Road type.....Single c'way
District.....Arun Junction detail.....Not at or within 20m of junction
Primary road.....A259 Junction control.....
Secondary road..... Special conditions...None
Weather.....Rain Carriageway hazards..None
Lighting.....Dark/no lights Number of vehicles...1
Crossing(human).....No Human control within 50m Number of casualties.1
Crossing(physical)..No crossing facility within 50m Surface.....Wet

Contributory Factors

	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	
Exceeding speed limit (Driver/Rider - Injudicious)	Vehicle 001	Possible	
Fatigue (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes

Accident Description

VI WESTBOUND WHEN DRIVER HAS LOST CONTROL. CROSSED ONTO OPPOSITE SIDE OF THE CARRIAGEWAY. REAR NEAR SIDE WHEEL APPEARS TO HAVE STRUCK KERB OF TRAFFIC SIGN ISLAND IN CENTRE OF CARRIAGEWAY. OFFSIDE WHEELS THEN LEFT THE ROAD TO THE OFFSIDE ONTO GRASS VERGE, THEN REJOINED CARRIAGEWAY, ROTATED 180 DEGREES, AND LEFT THE ROAD TO THE NEAR SIDE, STRUCK A TREE AND OVERTURNED ONTO THE DRIVERS SIDE.

1 Vehicle

Vehicle number.....1	First impact.....Nearside
Other vehicle.....0	Hit object in c'way..Kerb
Vehicle class.....Car	Hit object off c'way.Tree
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....East West	Driver age.....23
Manoeuvres.....Going ahead other	
Skidding.....Overtaken	Hit and Run.....No
Left c'way.....Left c'way offside and rebounded	Breath test.....Negative
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....23	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....1	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference:1506786 Slight A259 CROOKTHORN LANE CLIMPING AT JUNCTION OF U Accident 23 of 29
CHURCH LANE

Date & time.....Monday 16/11/2015 15:19 Speed limit.....40 Mph
Grid reference.....500456/101948 Road type.....Roundabout
District.....Arun Junction detail.....Roundabout
Primary road.....A259 Junction control.....Give way sign or uncontrolled
Secondary road.....U Special conditions...None
Weather.....Fine Carriageway hazards..None
Lighting.....Daylight Number of vehicles...2
Crossing(human).....No Human control within 50m Number of casualties.1
Crossing(physical)..Central Refuge only Surface.....Wet

Contributory Factors

Failed to look properly (Driver/Rider - Error)
Careless/Reckless (Driver/Rider - Behaviour)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 002	Possible	Yes

Accident Description

VEH 1 WAS AT THE ROUNDABOUT COMING FROM FORD (CHURCH LANE) INDICATING TO TURN RIGHT (WEST) ONTO A259 TOWARDS BOGNOR REGIS. VEH 2 WAS TRAVELLING ACROSS THE ROUNABOUT EAST ALONG THE A259 TOWARDS LITTLEHAMPTON WHEN BOTH COLLIDED.

2 Vehicles

Vehicle number.....1	First impact.....Offside
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way..None
Junction location...Entering roundabout	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Female
Direction.....North West	Driver age.....67
Manoeuvres.....Turning right	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Front
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....M/cycle <= 50cc	Hit object off c'way..None
Junction location...Mid junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West East	Driver age.....16
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....16	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1600339	Slight	U FORD ROAD CLIMPING 753M SOUTH OF U HORSEMERE GREEN LANE OUTSIDE OF CHURCH FARM	Accident 24 of 29
Date & time.....Saturday 16/01/2016 18:29		Speed limit.....40 Mph	
Grid reference.....500325/102352		Road type.....Single c'way	
District.....Arun		Junction detail.....Not at or within 20m of junction	
Primary road.....U		Junction control.....	
Secondary road.....		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Dark/no lights		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.1	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors		Participant	Confidence
Failed to look properly (Driver/Rider - Error)		Vehicle 001	Very likely
Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	Very likely
Impaired by alcohol (Driver/Rider - Impairment)		Vehicle 002	Very likely
			Did a police officer attend?
			Yes

Accident Description

V2 TRAVELLING NORTHBOUND, SLOWED AND INDICATED RIGHT TO TURN INTO PRIVATE DRIVE. V1 ALSO TRAVELLING NORTHBOUND. V1 COLLIDED WITH V2. V2 LEFT THE ROAD TO THE OFFSIDE AND MOUNTED VERGE.

2 Vehicles

Vehicle number.....1	First impact.....Front
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Female
Direction.....South North	Driver age.....24
Manoeuvres.....Going ahead other	
Skidding.....Yes	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Unknown
Foreign vehicle.....Not foreign	
Vehicle number.....2	First impact.....Back
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.Other permanent object
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Female
Direction.....South East	Driver age.....47
Manoeuvres.....Waiting to turn right	
Skidding.....No	Hit and Run.....No
Left c'way.....Left c'way Offside	Breath test.....Positive
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Female	Seat belt usage.....
Age.....24	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....1	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference:1600726 Fatal A259 GREVATTS LANE CLIMPING AT JUNCTION OF B2233 Accident 25 of 29
YAPTON ROAD

Date & time.....Thursday 04/02/2016 17:37 Speed limit.....40 Mph
Grid reference.....499730/101670 Road type.....Single c'way
District.....Arun Junction detail.....T or Staggered junction
Primary road.....A259 Junction control.....Give way sign or uncontrolled
Secondary road.....B2233 Special conditions...None
Weather.....Fine Carriageway hazards..None
Lighting.....Dark/no lights Number of vehicles...1
Crossing(human).....No Human control within 50m Number of casualties.1
Crossing(physical)..No crossing facility within 50m Surface.....Dry

Contributory Factors

Careless/Reckless (Driver/Rider - Behaviour)
Distraction in vehicle (Driver/Rider - Impairment)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Possible	Yes

Accident Description

V1 HEADING SOUTH ON YAPTON ROAD, FOR UNKNOWN REASON THE DRIVER HAS FAILED TO NEGOTIATE THE JUNCTION AND CONTINUED STRAIGHT OVER INTO A WATER FILLED DITCH. VEHICLE THEN OVERTURNED INTO THE DITCH AND DRIVER SUSTAINED FATAL INJURIES.

1 Vehicle

Vehicle number.....1
Other vehicle.....0 First impact.....Nearside
Vehicle class.....Car Hit object in c'way..None
Junction location...Approaching or parked on approach to Hit object off c'way..Entered ditch
Restricted location..On main carriageway Parts damaged..... / /
Direction.....North west South Driver gender.....Female
Manoeuvres.....Going ahead other Driver age.....29
Skidding.....Overtaken Hit and Run.....No
Left c'way.....Left c'way near-side Breath test.....Not requested
Towing.....No Journey purpose.....Unknown
Foreign vehicle.....Not foreign

1 Casualty

Casualty number.....1 Car passenger.....Not a passenger
Casualty class.....Driver or Rider PSV passenger.....Not a passenger
Gender.....Female Seat belt usage.....
Age.....29 School pupil.....Other
Severity.....Fatal School
Vehicle no.....1 Pedestrian location..
Ped Direction..... Pedestrian movement..
Roadworker injured...

```
Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry
```

Participant	Confidence	Did a police
-------------	------------	--------------

Vehicle 001 Very likely
Vehicle 001 Possible

officer
attend?
No - reported
over the
counter

V1 TRAVELLING EAST BOUND IN LOW SUNLIGHT OVERTAKES PEDAL CYCLIST V2 AND HAS MINOR CONTACT WITH WING MIRROR CAUSING INJURY

```
Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location..On main carriageway
Direction.....West East
Manoeuvres.....O/T moving vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle....Not foreign
```

```
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....53

Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work
```

```
Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle....Not foreign
```

```
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....28

Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work
```

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....28

Severity.....Slight
Vehicle no.....2
Ped Direction.....

```
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...
```

Accident Reference: 1604814	Slight	A259 CROOKTHORN LANE CLIMPING 50M EAST OF U CHURCH LANE	Accident 27 of 29
Date & time.....Thursday 11/08/2016 10:17		Speed limit.....40 Mph	
Grid reference.....500597/101962		Road type.....Dual c'way	
District.....Arun		Junction detail.....Not at or within 20m of junction	
Primary road.....A259		Junction control.....	
Secondary road.....		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Daylight		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.1	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors		Participant	Confidence
Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	Possible
			Did a police officer attend?
			Yes

Accident Description

V1 DRIVING EAST ON A259 IN SLOW MOVING TRAFFIC 18-20MPH. V1 HAS OVERTOOK A CYCLIST ON THE ROAD AND PULLED INFRONT CLIPPING THE CYCLIST ON THE FRONT HANDLEBARS WITH THE REAR NEAR SIDE OF VEHICLE, CAUSING THE CYCLIST TO SWERVE INTO THE KERB AND FALL INTO THE ROAD.

2 Vehicles

Vehicle number.....1	First impact.....Nearside
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way..None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West East	Driver age.....74
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Offside
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Pedal Cycle	Hit object off c'way..None
Junction location...Not at junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....West East	Driver age.....34
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Other
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....34	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1605611	Slight	U CHURCH LANE LITTLEHAMPTON AT JUNCTION OF A259 CROOKTHORNE LANE	Accident 28 of 29
Date & time.....Thursday 15/09/2016 17:45		Speed limit.....50 Mph	
Grid reference.....500457/101954		Road type.....Roundabout	
District.....Arun		Junction detail.....Roundabout	
Primary road.....U		Junction control.....Give way sign or uncontrolled	
Secondary road.....A259		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Daylight		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.1	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors	Participant	Confidence	Did a police officer attend?
			No - reported over the counter

Accident Description

V2 (CYCLIST) HAD STOPPED IN LANE 1 JUST BEFORE ROUNDABOUT WITH THE ATTENTION OF GOING STRAIGHT ON. V1 HAS COLLIDED WITH REAR OF V2, KNOCKING HER OFF HER CYCLE. DRIVER OF V1 JUST SHOUTED OUT OF THE WINDOW "ARE YOU OK?" THEN TURNED RIGHT AND AWAY FROM THE SCENE WITHOUT EXCHANGING DETAILS.

2 Vehicles

Vehicle number.....1	First impact.....Front
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way..None
Junction location...Entering roundabout	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Not known
Direction.....North South	Driver age.....-1
Manoeuvres.....Changing lane to right	
Skidding.....No	Hit and Run.....Yes
Left c'way.....Did not leave c'way	Breath test.....Not contacted
Towing.....No	Journey purpose.....Unknown
Foreign vehicle.....Not foreign	
Vehicle number.....2	First impact.....Back
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Pedal Cycle	Hit object off c'way..None
Junction location...Entering roundabout	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Female
Direction.....North South	Driver age.....60
Manoeuvres.....Waiting to go ahead but held up	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Not contacted
Towing.....No	Journey purpose.....Unknown
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Female	Seat belt usage.....
Age.....60	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

Accident Reference: 1605774	Slight	A259 CLIMPING AT JUNCTION OF U CROOKTHORN LANE	Accident 29 of 29
Date & time.....Friday 23/09/2016 19:05		Speed limit.....40 Mph	
Grid reference.....500469/101930		Road type.....Roundabout	
District.....Arun		Junction detail.....Roundabout	
Primary road.....A259		Junction control.....Give way sign or uncontrolled	
Secondary road.....U		Special conditions...None	
Weather.....Fine		Carriageway hazards..None	
Lighting.....Dark/lights lit		Number of vehicles...2	
Crossing(human).....No Human control within 50m		Number of casualties.1	
Crossing(physical)..No crossing facility within 50m		Surface.....Dry	
Contributory Factors		Participant	Confidence
Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	Very likely
			Did a police officer attend?
			Yes

Accident Description

VEHICLE 1 WAS TRAVELLING WESTBOUND ALONG THE A259 AND FAILED TO SEE CYCLIST(VEHICLE 2) TRAVELLING SOUTH ACROSS THE ROUNDABOUT FROM CHURCH LANE AND COLLIDED WITH THE CYCLIST CAUSING THEM TO IMPACT THE BONNET AND DAMAGE CAUSED TO THEIR BIKE.

2 Vehicles

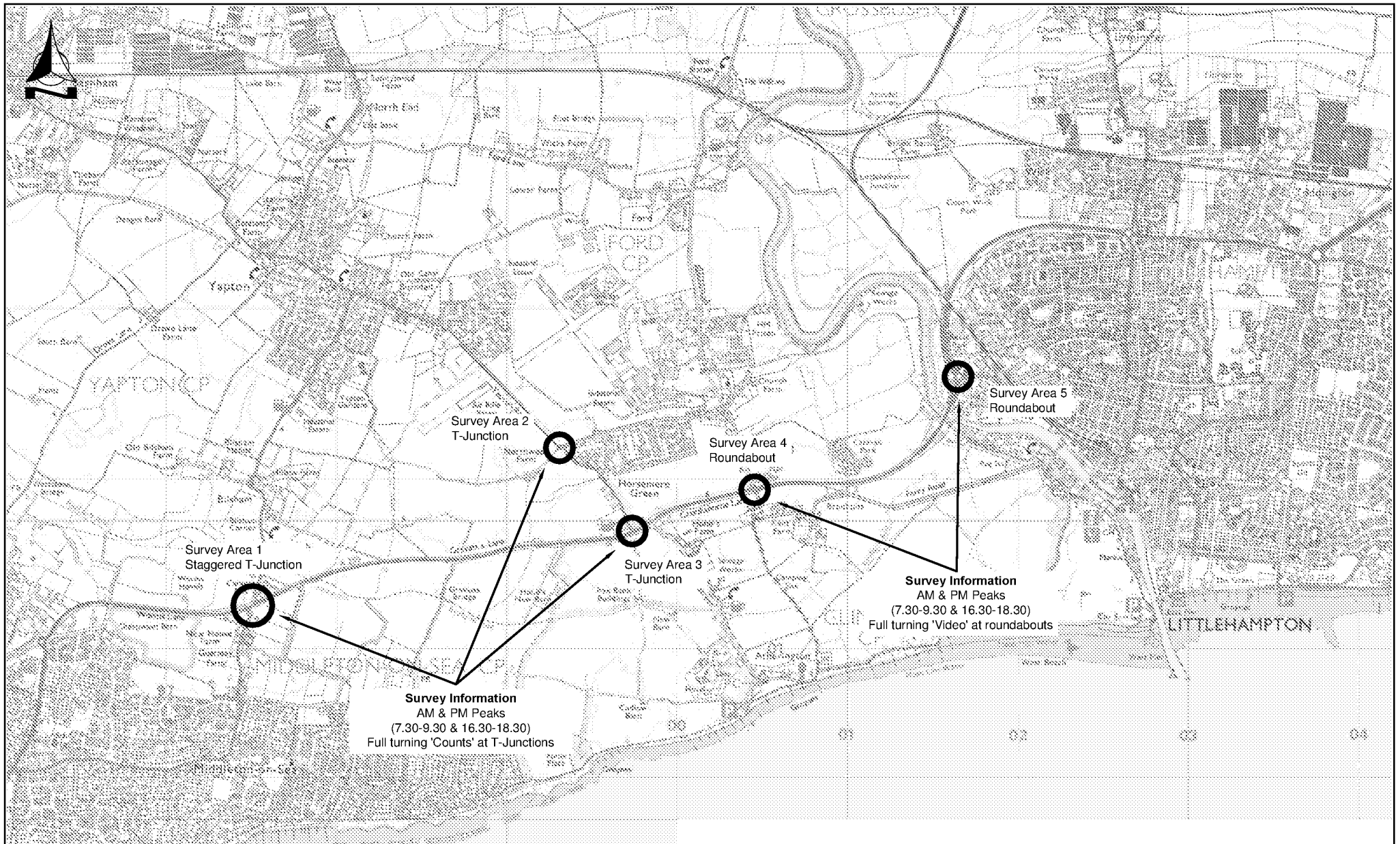
Vehicle number.....1	First impact.....Front
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Car	Hit object off c'way.None
Junction location...Mid junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....East West	Driver age.....28
Manoeuvres.....Going ahead other	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Negative
Towing.....No	Journey purpose.....Unknown
Foreign vehicle.....Not foreign	

Vehicle number.....2	First impact.....Back
Other vehicle.....0	Hit object in c'way..None
Vehicle class.....Pedal Cycle	Hit object off c'way.None
Junction location...Mid junction	Parts damaged..... / /
Restricted location.On main carriageway	Driver gender.....Male
Direction.....North West	Driver age.....55
Manoeuvres.....Turning right	
Skidding.....No	Hit and Run.....No
Left c'way.....Did not leave c'way	Breath test.....Not applicable
Towing.....No	Journey purpose.....Unknown
Foreign vehicle.....Not foreign	

1 Casualty

Casualty number.....1	Car passenger.....Not a passenger
Casualty class.....Driver or Rider	PSV passenger.....Not a passenger
Gender.....Male	Seat belt usage.....
Age.....55	School pupil.....Other
	School
Severity.....Slight	Pedestrian location..
Vehicle no.....2	Pedestrian movement..
Ped Direction.....	Roadworker injured...

APPENDIX 5



Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England, Reg.No.CC303725, Quality Assured Firm ISO9001 Certificate Number 3631/02, Ordnance Survey Licence Number 100017631



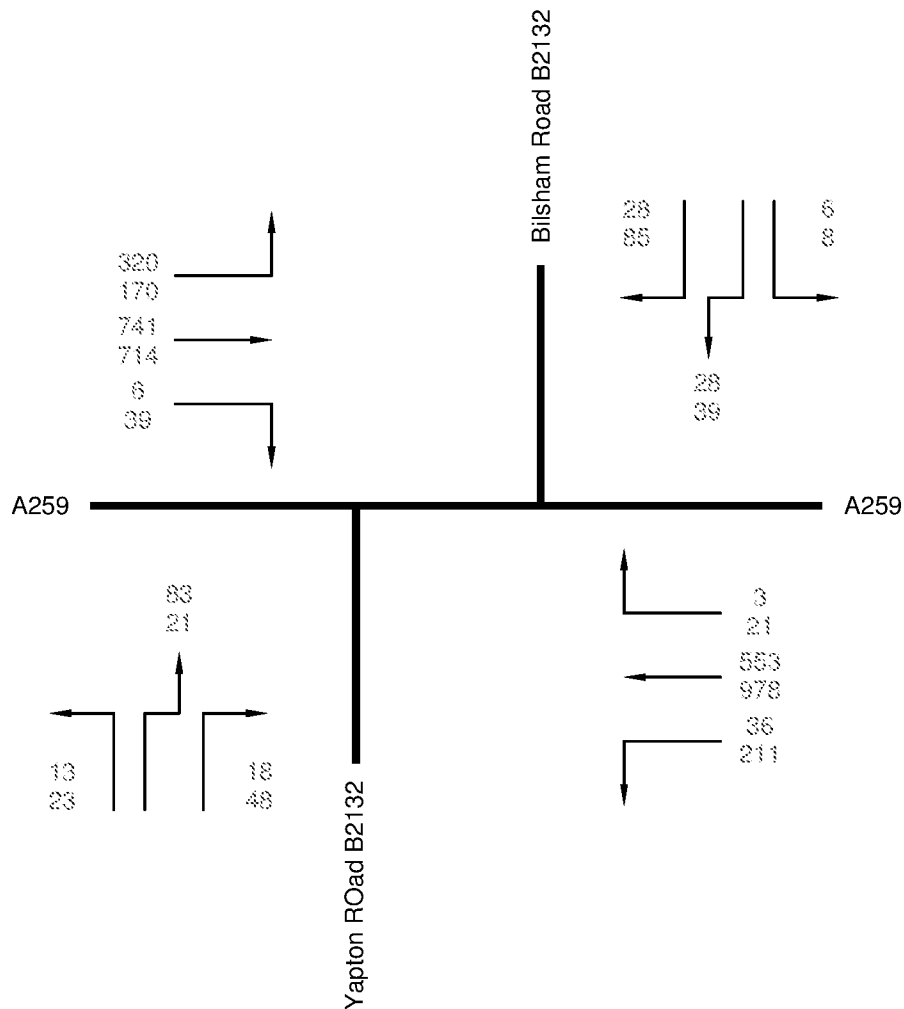
Clover House
Western Lane
Odham
Hampshire, RG29 1TU

Tel: 01256 703355
Fax: 01256 704934
Email: info@bellamyroberts.co.uk

CLIENT		DATE	01/09/16
PROJECT	Land at Climping, West Sussex	DESIGN BY	GDB
TITLE	Survey Information Plan	DRAWN BY	JCB
		CHECKED BY	GDB
		SCALE	NTS
DRAWING NO.	4724 / 305		
REV NO.			

APPENDIX 6

Junction 1 2016 Base Flows



222 AM Peak hr
111 PM Peak hr

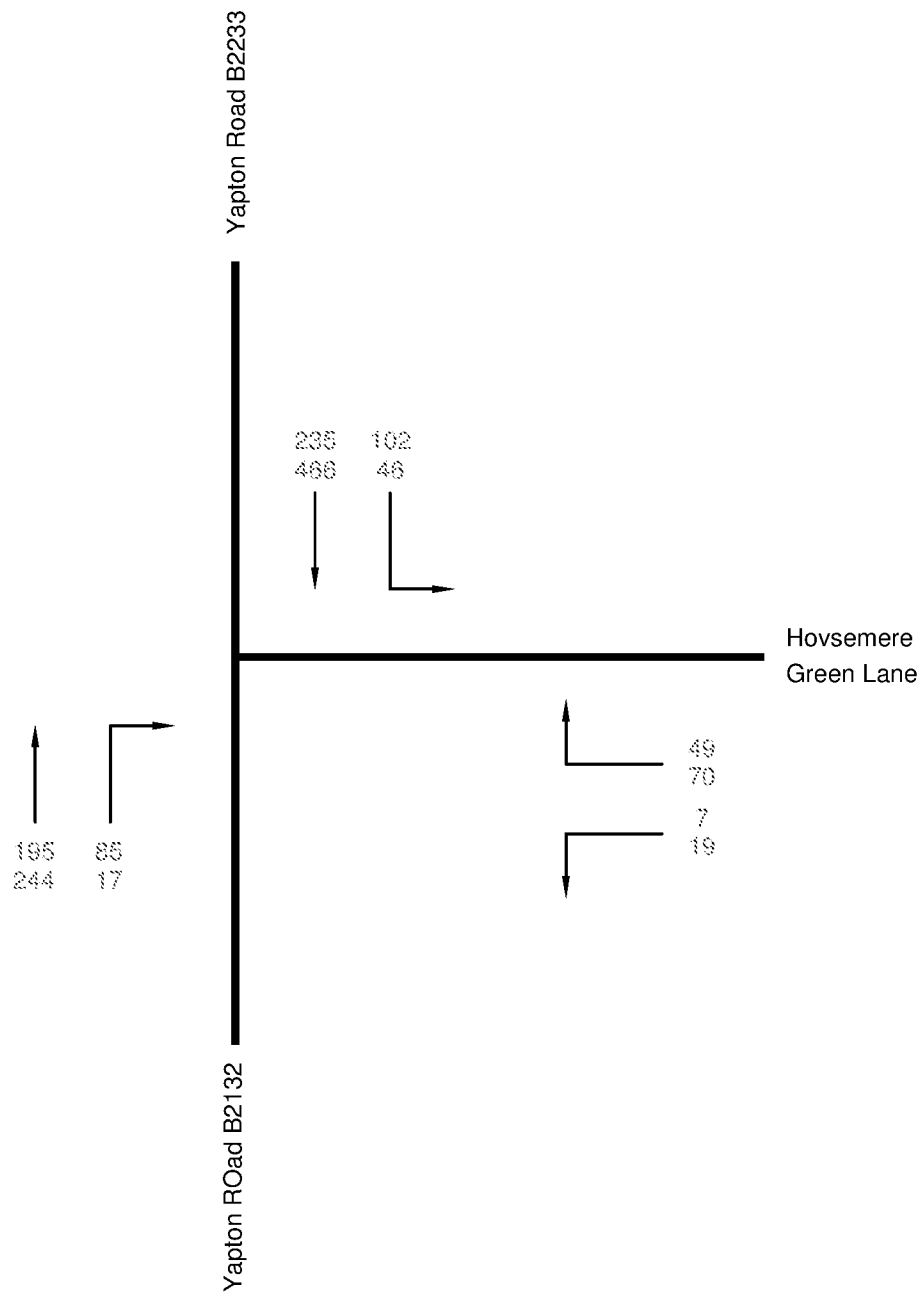
4724/408



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Junction 2 2016 Base Flows



222 AM Peak hr
111 PM Peak hr

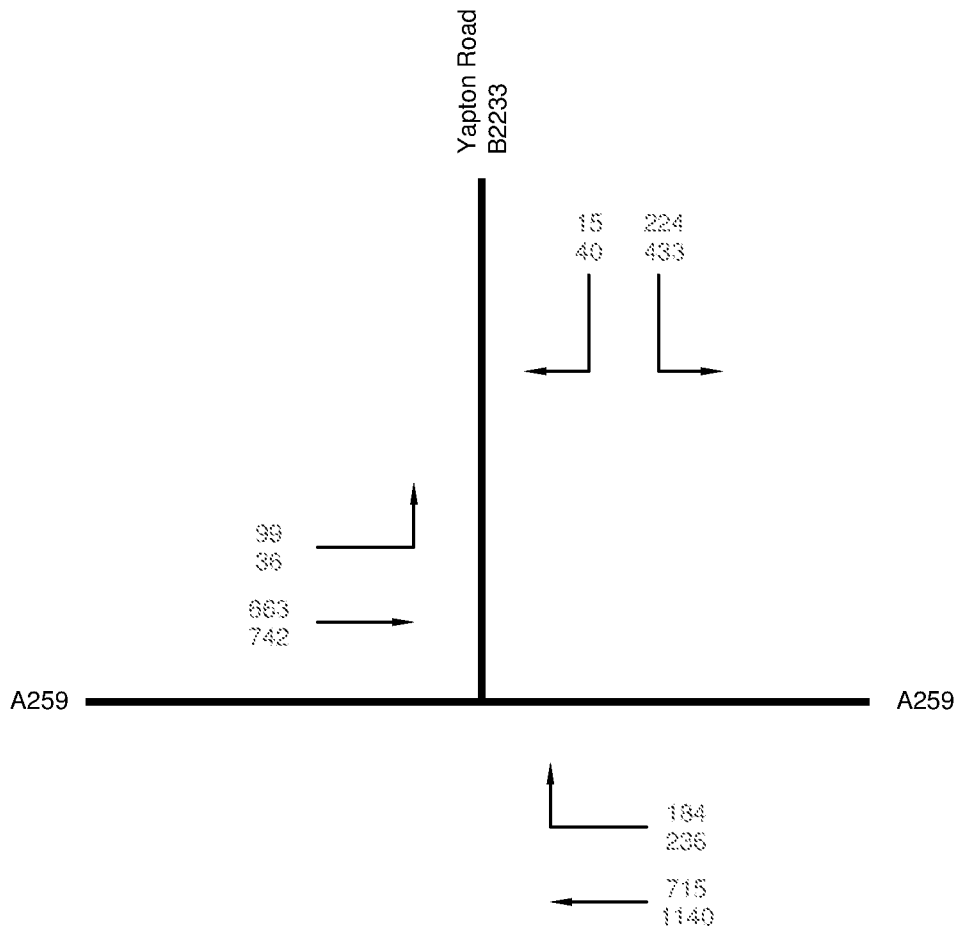
4724/409



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Junction 3 2016 Base Flows



222 AM Peak hr
111 PM Peak hr

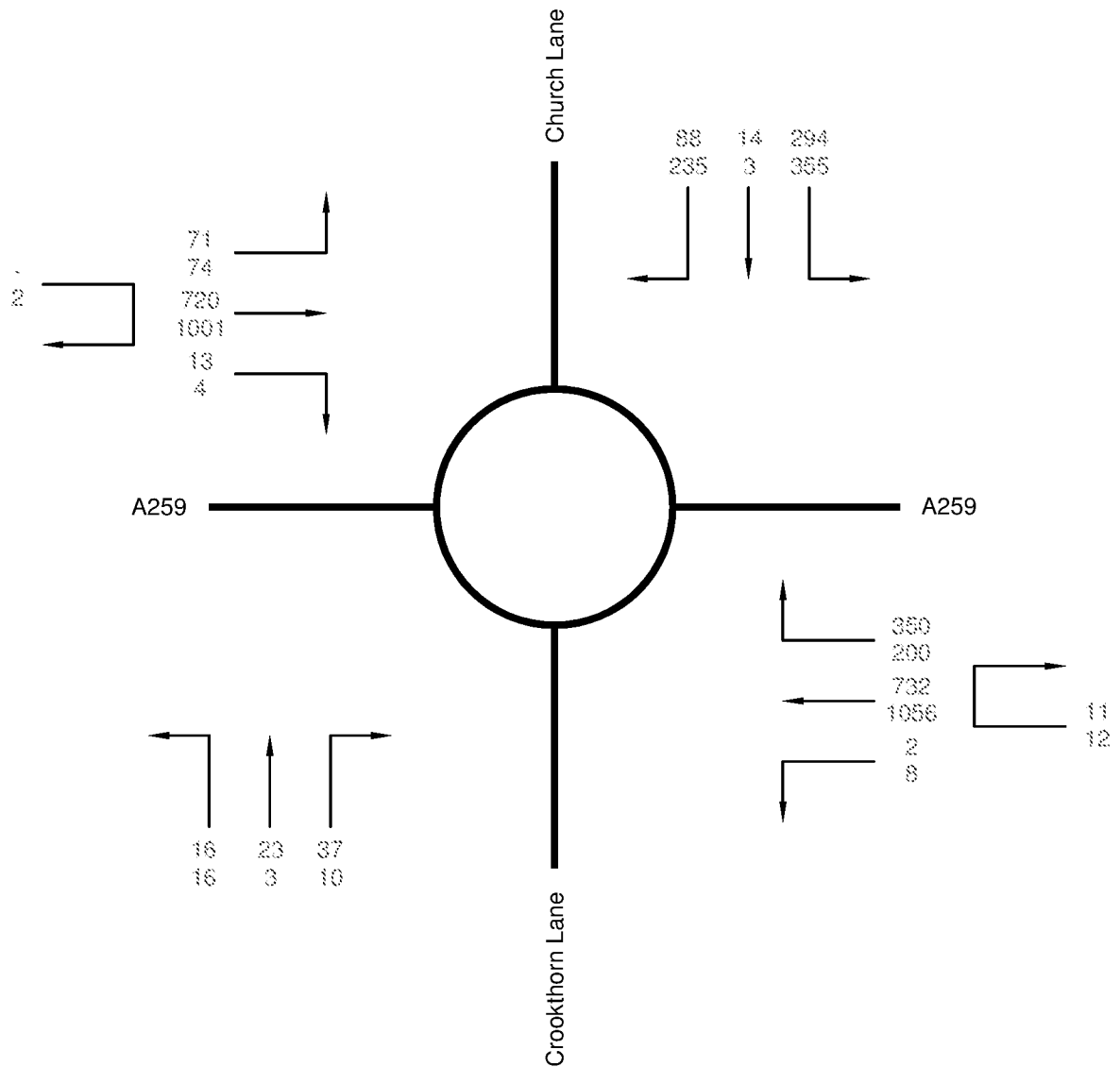
4724/410



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Junction 4 2016 Base Flows



222 AM Peak hr
111 PM Peak hr

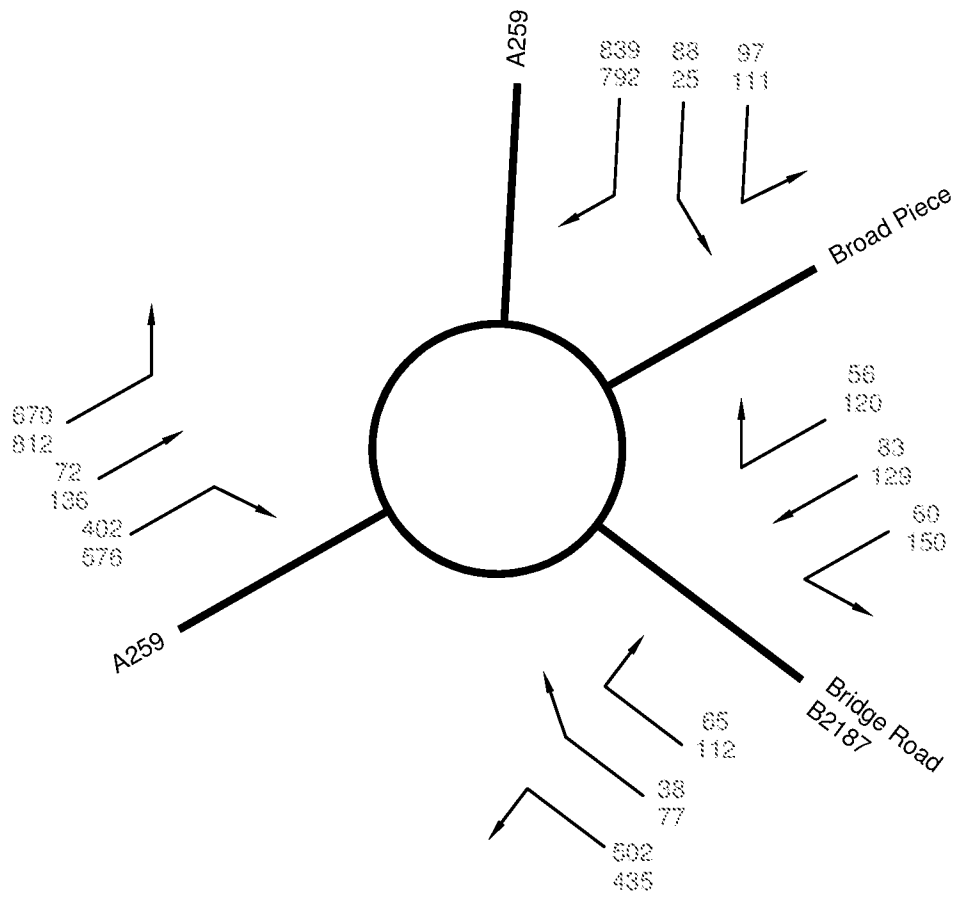
4724/411



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Junction 5 2016 Base Flows



222 AM Peak hr
111 PM Peak hr

4724/412

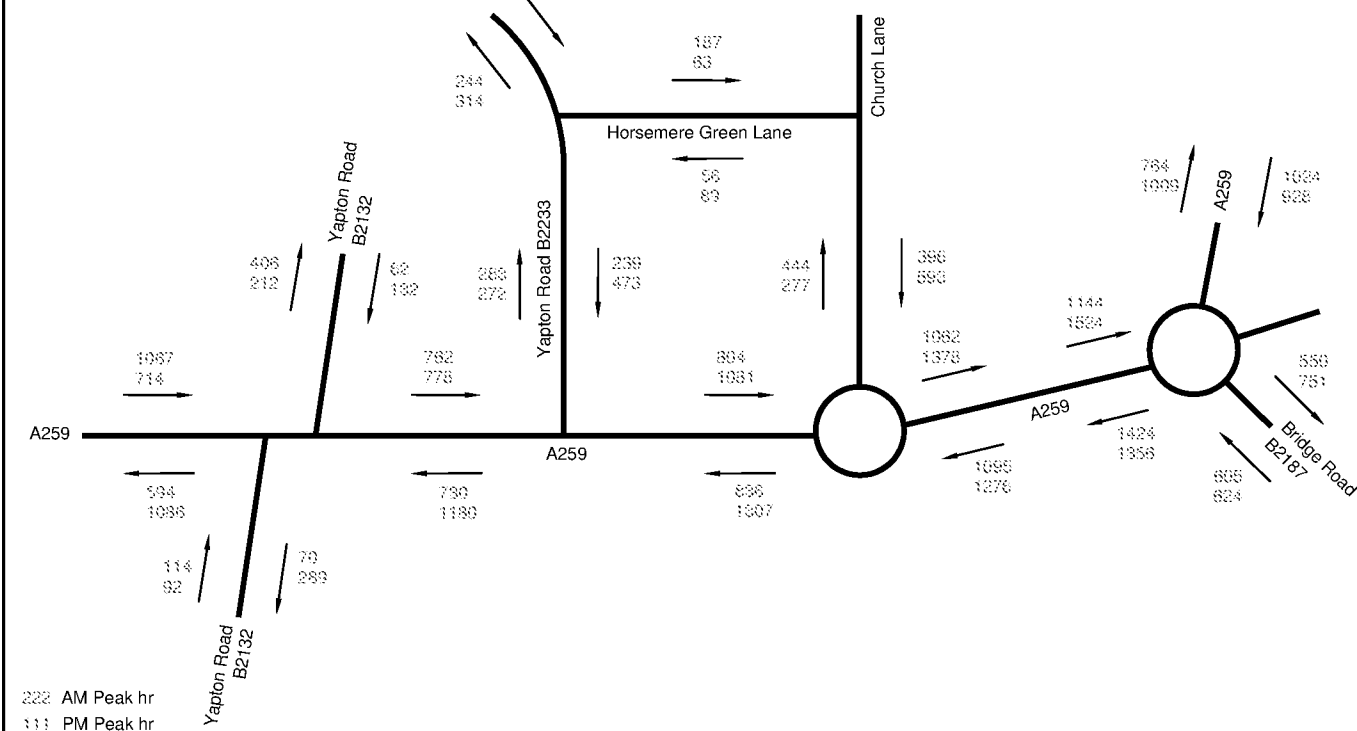


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APPENDIX 7

Peak Hour Link Flows 2016 Base



222 AM Peak hr
111 PM Peak hr

4724/413

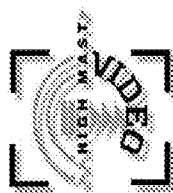


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APPENDIX 8

**REPORT ON SURVEY OF ALL
VEHICLE TURNING MOVEMENTS AT THE
A259/BRIDGE ROAD/BROAD PIECE ROUNDABOUT,
WEDNESDAY 28th SEPTEMBER 2016**



Undertaken on behalf of

Bellamy Roberts

By

High Mast Video Ltd

57 Maisemore Gardens

Emsworth

Hampshire PO10 7JX

Tel: 01243 370444

Fax: 01243 375444

**REPORT ON SURVEY OF VEHICLE
TURNING MOVEMENTS AND QUEUES PLUS
PEDESTRIAN CROSSING MOVEMENTS AROUND
A259 / BRIDGE ROAD ROUNDABOUT, LITTLEHAMPTON**

SITE: 1: Four armed roundabout, junction of A259/Bridge Road

ARMS: A: A259 N; B:A259 S; C: B2187 Bridge Road; D: Broad Piece

DAY/DATE: Wednesday 28th September 2016

TIMES: Turning Count: 07:30-09:30, 16:30-18:30 x 15 min periods

VEHICLES: 7 types: Cars (inc Taxis and small mini-buses), LGV (Light goods), OGV1,
OGV2, PSVs, (Buses and coaches) and Motorcycles
Bicycles were counted but not included in summary totals

WEATHER: Dry all day

NOTES: No major accidents or incidents noted

Climping Video Turning Count Site 5
A259/BRIDGE ROAD ROUNDABOUT

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

ROAD: ARM A, A259 (NORTH)

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 1, AD										MOVEMENT 2, AC										MOVEMENT 3, AB										MOVEMENT 4, AA U TURN									
	From: ARM A, A259 (NORTH)										From: ARM A, A259 (NORTH)										From: ARM A, A259 (NORTH)										From: ARM A, A259 (NORTH)									
	ARM D, BROAD PIECE										ARM C, B2187 BRIDGE ROAD										ARM A, A259 (SOUTH)										ARM A, A259 (NORTH)									
Left to:	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	Straight:	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	Right to:	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	U turn:	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	
07:30-07:45	19	5	0	0	0	1	0	25	97		14	3	1	0	0	0	0	19	88		169	42	5	1	2	2	227	838		0	0	0	0	0	0	0	0			
07:45-08:00	24	2	0	0	0	1	0	27	90		10	5	0	0	0	0	0	23	90		169	55	6	1	0	4	0	235	778		0	0	0	0	0	0	0	0		
08:00-08:15	19	1	0	0	0	0	0	20	89		15	8	1	1	0	0	0	25	90		155	34	10	1	0	2	0	202	703		0	0	0	0	0	0	0	0		
08:15-08:30	21	4	0	0	0	0	0	25	115		16	3	0	1	0	1	0	21	82		145	19	7	2	0	2	1	175	642		0	0	0	0	0	0	0	0		
08:30-08:45	16	2	0	0	0	0	0	18	120		18	1	2	0	0	0	0	21	77		133	25	6	2	0	0	0	166	631		0	0	0	0	0	0	0	0		
08:45-09:00	22	4	0	0	0	0	0	26			16	3	3	1	0	0	0	23			127	26	2	5	0	0	0	160		0	0	0	0	0	0	0	0			
09:00-09:15	38	8	0	0	0	0	0	46			11	5	0	0	0	1	0	17			104	23	7	3	0	4	0	141		0	0	0	0	0	0	0	0			
09:15-09:30	28	2	0	0	0	0	0	30			11	4	1	0	0	0	0	16			127	28	6	2	1	0	0	164		0	0	0	0	0	0	0	0			
2 HR TOTAL	187	28	0	0	0	2	0	217			119	32	8	4	0	2	0	165			1129	252	49	24	2	14	3	1470		0	0	0	0	0	0	0	0			

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

ARM B, A259 (SOUTH)

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 5, BA										MOVEMENT 6, BD										MOVEMENT 7, BC										MOVEMENT 8, BB									
	From: ARM B, A259 (SOUTH)										From: ARM B, A259 (SOUTH)										From: ARM B, A259 (SOUTH)										From: ARM B, A259 (SOUTH)									
	Left to:										Straight:										Right to:										U turn:									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
07:30-07:45	141	38	5	1	1	4	0	190	870	13	4	1	0	0	0	0	18	72	45	13	1	0	1	1	61	402	1	0	0	0	0	0	0	1	2					
07:45-08:00	124	31	4	1	0	2	0	162	829	8	3	0	0	0	0	0	11	87	81	16	0	0	1	2	0	100	481	0	0	0	0	0	0	0	1					
08:00-08:15	123	30	4	4	0	3	0	164	596	13	9	0	0	0	1	0	23	98	100	20	2	1	2	1	1	126	464	0	0	0	0	0	0	0	1					
08:15-08:30	119	22	9	1	0	3	0	154	582	17	3	0	0	0	0	0	20	103	95	18	0	0	2	0	0	115	445	1	0	0	0	0	0	0	1					
08:30-08:45	114	22	2	6	2	3	0	149	575	31	2	0	0	0	0	0	33	106	95	11	2	0	2	0	0	110	403	0	0	0	0	0	0	0	1					
08:45-09:00	85	31	10	4	0	1	0	131		17	3	0	0	0	0	0	20		100	10	2	0	1	0	0	113		0	0	0	0	0	0	0	0					
09:00-09:15	113	29	4	2	0	0	0	148		25	3	1	1	0	0	1	36	90		80	13	3	1	0	0	1	107		0	0	0	0	0	0	0	0				
09:15-09:30	119	25	2	2	0	2	0	159		22	3	0	0	0	0	0	25	28		61	10	0	0	2	0	0	73		1	0	0	0	0	0	1	1				
2 HR TOTAL	938	228	40	21	3	18	0	1248		146	30	2	1	0	1	1	180			887	111	10	2	11	4	3	805		3	0	0	0	0	0	0	3				

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

ROAD: ARM C, B2187 BRIDGE ROAD

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 9, CB										MOVEMENT 10, CA										MOVEMENT 11, CD										MOVEMENT 12, CC									
	From: ARM C, B2187 BRIDGE ROAD										From: ARM C, B2187 BRIDGE ROAD										From: ARM C, B2187 BRIDGE ROAD										From: ARM C, B2187 BRIDGE ROAD									
	Left to: ARM B, A259 (SOUTH)										Straight: ARM A, A259 (NORTH)										Right to: ARM D, BROAD PACE										U turn: ARM C, B2187 BRIDGE ROAD									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
07:30-07:45		97	21	2	0	2	1	0	123	562		3	3	1	0	0	0	8	38		10	7	1	0	0	0	18	85		0	0	0	0	0	0	1	0			
07:45-08:00		116	24	0	0	1	1	0	142	494		6	4	1	0	0	0	11	43		12	3	0	0	0	0	15	89		0	0	0	0	0	0	0	0			
08:00-08:15		86	21	0	0	0	2	0	109	450		6	4	1	0	0	0	11	41		12	4	0	0	0	0	16	79		1	0	0	0	0	0	1	1			
08:15-08:30		105	18	3	1	1	0	0	128	430		4	3	0	1	0	0	8	42		12	4	0	0	0	0	16	86		0	0	0	0	0	0	0	0			
08:30-08:45		96	14	3	2	0	0	0	115	378		9	4	0	0	0	0	13	50		19	3	1	0	0	0	22	85		0	0	0	0	0	0	0	0			
08:45-09:00		87	9	1	0	1	0	1	98		4	3	2	0	0	0	0	9			19	6	0	0	0	0	0	25		0	0	0	0	0	0	0	0			
09:00-09:15		72	12	3	0	2	0	0	89		4	8	0	0	0	0	0	12			21	1	0	0	0	1	0	23		0	0	0	0	0	0	0	0			
09:15-09:30		65	9	1	0	0	1	1	78		11	3	1	1	0	0	1	18			22	3	0	0	0	0	0	35		0	0	0	0	0	0	0	0			
2 HR TOTAL		724	128	13	3	7	5	2	880		47	32	6	3	0	0	1	86			128	31	2	0	0	1	0	160		1	0	0	0	0	0	0	1			

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

ROAD: ARM D, BROAD PIECE

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 13, DC										MOVEMENT 14, DB										MOVEMENT 15, DA										MOVEMENT 16, DD									
	From: ARM D, BROAD PIECE										From: ARM D, BROAD PIECE										From: ARM D, BROAD PIECE										From: ARM D, BROAD PIECE									
	Left to: ARM C, B2187 BRIDGE										Straight: ARM A, B259 (SOUTH)										Right to: ARM A, B259 (NORTH)										U turn: ARM D, BROAD PIECE									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	
07:30-07:45		9	2	0	0	0	0	0	11	80		18	4	0	0	0	1	1	23	83		12	3	1	0	0	0	16	56		0	0	0	0	0	0	0	0		
07:45-08:00		5	2	0	0	0	1	0	11	88		15	4	1	0	0	1	1	21	82		9	3	1	0	0	0	17	40		0	0	0	0	0	0	0	0		
08:00-08:15		12	3	0	0	0	0	0	15	74		16	4	0	0	0	0	0	20	81		7	7	0	0	0	1	7	54		0	0	0	0	0	0	0	0		
08:15-08:30		15	5	0	0	0	0	0	20	81		15	5	1	0	0	0	0	19	77		12	3	1	1	0	0	18	46		0	0	0	0	0	0	0	0		
08:30-08:45		15	4	0	0	0	0	0	19	79		19	3	0	0	0	0	0	22	91		6	2	1	0	0	0	9	69		0	0	0	0	0	0	0	0		
08:45-09:00		16	1	0	0	0	0	0	17			16	4	0	0	0	0	0	20			17	4	1	0	0	0	0	22		0	0	0	0	0	0	0	0		
09:00-09:15		15	6	1	0	0	0	0	22			15	1	0	0	0	0	0	18			14	3	1	1	0	0	0	19		0	0	0	0	0	0	0	0		
09:15-09:30		16	5	0	0	0	0	0	21			16	5	5	0	0	0	0	33			15	11	0	0	0	0	0	15		0	0	0	0	0	0	0	0		
2 HR TOTAL	113	24	1	0	0	1	0	0	139		146	28	1	0	0	2	6	174		84	33	5	2	0	1	0	0	155		0	0	0	0	0	0	0	0			

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

2 HOUR AM SUMMARY

TIME	MOVEMENT:						MOVEMENT:					
	ALL IN TO JUNCTION						ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
07:30-07:45	271	270	149	50	740	2975	214	374	91	61	740	2975
07:45-08:00	255	273	168	49	745	2932	190	399	134	53	776	2932
08:00-08:15	247	313	137	42	739	2921	192	331	167	59	749	2921
08:15-08:30	221	299	152	56	728	2752	178	323	159	61	721	2752
08:30-08:45	205	292	150	50	697	2680	171	303	150	73	697	2680
08:45-09:00	209	264	132	59	664		162	278	153	71	664	
09:00-09:15	204	255	124	57	640		179	246	146	99	670	
09:15-09:30	210	249	117	73	649		165	274	110	80	629	
2 HR TOTAL	1852	2238	1129	438	5655		1481	2527	1110	557	5655	

ARM A, A259 (NORTH)

ARM B, A259 (SOUTH)

ARM C, B2187 BRIDGE ROAD

ARM D, BROAD PIECE

N

Climping Video Turning Count Site 5
A259/BRIDGE ROAD ROUNDABOUT

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

ROAD: ARM A, A259 (NORTH)

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 1, AD										MOVEMENT 2, AC										MOVEMENT 3, AB										MOVEMENT 4, AA 'U' TURN									
	From: ARM A, A259 (NORTH)										From: ARM A, A259 (NORTH)										From: ARM A, A259 (NORTH)										From: ARM A, A259 (NORTH)									
	ARM D, BROAD PACE										ARM C, B2167 BRIDGE ROAD										ARM A, A259 (SOUTH)										U' turn ARM A, A259 (NORTH)									
Left to:	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
16:30-16:45	29	5	0	0	1	0	0	35	111	5	1	1	0	0	0	0	7	25	151	40	7	2	0	2	1	202	792	0	0	0	0	0	0	0	0					
16:45-17:00	23	4	0	0	0	0	0	27	102	5	2	1	0	0	0	0	8	26	156	40	2	1	0	2	1	201	780	0	0	0	0	0	0	0	0					
17:00-17:15	17	2	0	1	0	0	0	20	104	5	0	0	0	0	1	0	6	33	157	30	1	0	0	4	0	192	763	0	0	0	0	0	0	0	0					
17:15-17:30	25	3	0	1	0	0	0	29	129	3	1	0	0	0	0	0	4	34	166	24	1	2	0	4	2	197	735	0	0	0	0	0	0	0	1					
17:30-17:45	21	4	0	0	1	0	0	26	134	5	2	0	0	0	0	0	10	39	166	15	1	1	0	4	0	190	696	0	0	0	0	0	0	0	2					
17:45-18:00	27	2	0	0	0	0	0	29		12	1	0	0	0	0	0	13		155	17	3	3	0	3	1	184		0	0	0	0	0	0	0	0					
18:00-18:15	40	5	0	0	0	0	0	45		7	0	0	0	0	0	0	7		134	27	0	1	0	2	0	164		1	0	0	0	0	0	0	1					
18:15-18:30	30	4	0	0	0	0	0	34		5	1	0	0	0	0	0	5		135	15	1	2	1	4	0	158		1	0	0	0	0	0	0	1					
2 HR TOTAL	212	29	0	2	2	0	0	245		53	5	2	0	0	1	0	64		1223	211	16	12	1	25	5	1488		2	0	0	0	0	0	0	2					

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

ARM B, A259 (SOUTH)

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 5, BA										MOVEMENT 6, BD										MOVEMENT 7, BC										MOVEMENT 8, BB									
	From: ARM B, A259 (SOUTH)										From: ARM B, A259 (SOUTH)										From: ARM B, A259 (SOUTH)										From: ARM B, A259 (SOUTH)									
	Left to: ARM A, A259 (NORTH)										Straight:										Right to: ARM B, B2187 BRIDGE ROAD										17 turn from ARM A, A259 (NORTH)									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	
16:30-16:45	145	27	1	2	1	5	2	187	812	31	4	0	0	0	0	0	0	35	136	114	25	0	0	0	3	0	145	576	0	1	0	0	0	0	0	0	1	1		
16:45-17:00	179	30	5	1	0	1	1	216	805	27	2	0	0	0	0	2	29	136	124	20	2	0	1	0	0	0	147	574	0	0	0	0	0	0	0	0	0	0		
17:00-17:15	165	33	6	3	0	1	1	211	799	32	5	0	0	0	0	3	37	155	110	17	0	1	1	2	1	0	131	551	0	0	0	0	0	0	0	0	0	0		
17:15-17:30	179	23	1	2	0	2	2	196	745	32	2	1	0	0	0	0	35	146	130	21	0	1	0	1	0	0	153	527	0	0	0	0	0	0	0	0	0	0		
17:30-17:45	153	21	0	3	0	3	2	180	701	32	3	0	0	0	0	0	35	143	130	13	0	0	0	0	0	0	143	459	0	0	0	0	0	0	0	0	0	0		
17:45-18:00	174	27	3	0	1	5	1	210		42	6	0	0	0	0	0	0	48			101	21	0	0	1	1	0	124		0	0	0	0	0	0	0	0	0	0	
18:00-18:15	140	17	0	0	0	0	0	157		25	2	0	0	0	0	0	1	30			91	15	0	0	1	0	1	107		0	0	0	0	0	0	0	0	0	0	
18:15-18:30	132	15	0	1	1	2	0	154		29	1	0	0	0	0	0	1	30			72	12	0	0	1	0	0	85		0	0	0	0	0	0	0	0	0	0	
2 HR TOTAL	1284	198	18	12	3	22	10	1513		253	25	1	0	0	0	7	279				872	147	2	2	5	7	2	1035		0	1	0	0	0	0	0	0	1		

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

ROAD: ARM C, B2187 BRIDGE ROAD

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 9, CB										MOVEMENT 10, CA										MOVEMENT 11, CD										MOVEMENT 12, CC									
	From: ARM C, B2187 BRIDGE ROAD										From: ARM C, B2187 BRIDGE ROAD										From: ARM C, B2187 BRIDGE ROAD										From: ARM C, B2187 BRIDGE ROAD									
	Left to: ARM A, A259 (SOUTH)										Straight:										Right to: ARM C, BROAD PIERCE										V/Turn ARM A, B2187 BRIDGE ROAD									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	
16:30-16:45		65	17	0	0	1	1	0	107	435		21	3	0	0	0	0	0	24	77	26	2	1	0	0	1	29	112		0	0	0	0	0	0	0	0	1		
16:45-17:00		77	19	1	1	1	0	0	90	449		5	2	1	0	0	1	0	12	83	27	3	0	0	0	0	0	30	114		0	0	0	0	0	0	0	2		
17:00-17:15		120	13	0	1	0	0	1	134	431		15	4	0	0	0	0	0	22	80	32	1	0	0	0	2	0	35	117		1	0	0	0	0	0	0	1	2	
17:15-17:30		90	12	0	1	1	1	1	104	363		15	0	0	1	0	0	0	19	72	17	0	0	0	0	0	0	17	105		0	0	0	0	0	0	0	1		
17:30-17:45		105	12	0	0	2	2	0	121	337		27	3	0	0	0	0	0	30	83	27	5	0	0	0	0	0	32	119		1	0	0	0	0	0	0	1	1	
17:45-18:00		61	7	2	1	0	1	0	72		5	1	0	0	0	0	0	0	5		31	2	0	0	0	0	0	33		0	0	0	0	0	0	0	0	0		
18:00-18:15		55	7	2	0	1	1	0	65		14	0	0	0	0	0	0	0	14		21	2	0	0	0	0	0	23		0	0	0	0	0	0	0	0	0		
18:15-18:30		69	7	1	0	1	0	0	78		7	3	0	0	0	0	0	0	10		21	1	0	0	0	0	0	22		0	0	0	0	0	0	0	0	0		
2 HR TOTAL		885	85	6	3	7	6	2	772		121	18	1	1	0	1	0	140			282	15	1	0	0	3	0	222		2	0	0	0	0	0	0	0	2		

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

ROAD: ARM D, BROAD PIECE

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 13, DC										MOVEMENT 14, DB										MOVEMENT 15, DA										MOVEMENT 16, DD									
	From: ARM D, BROAD PIECE										From: ARM D, BROAD PIECE										From: ARM D, BROAD PIECE										From: ARM D, BROAD PIECE									
	Left to: ARM C, B2187 BRIDGE ROAD										Straight: ARM C, A259 (SOUTH)										Right to: ARM D, BROAD PIECE										Left to: ARM D, BROAD PIECE									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	
16:30-16:45		37	3	0	0	0	0	0	40	150		24	4	1	0	0	0	0	29	129		30	1	0	0	0	0	0	33	120		0	0	0	0	0	0	0	0	
16:45-17:00		32	3	0	0	0	0	0	35	142		36	3	0	0	0	0	0	39	128		30	1	0	0	0	0	0	31	113		0	0	0	0	0	0	0	0	
17:00-17:15		35	5	0	0	0	0	0	43	143		25	2	0	0	0	0	0	27	121		21	1	0	0	0	0	0	22	119		0	0	0	0	0	0	0	0	
17:15-17:30		30	4	1	0	0	0	0	36	141		32	4	1	0	0	0	0	39	143		33	1	0	0	0	0	0	36	126		0	0	0	0	0	0	0	0	
17:30-17:45		27	3	1	0	0	1	0	32	161		34	5	0	0	0	0	0	39	125		22	3	0	0	0	0	0	26	122		0	0	0	0	0	0	0	0	
17:45-18:00		34	2	0	0	0	0	0	36		19	2	0	0	0	0	0	0	21			27	4	0	0	0	0	0	31		0	0	0	0	0	0	0	0		
18:00-18:15		44	5	0	0	0	0	0	49		227	5	0	0	0	0	0	0	235			35	3	0	0	0	0	0	38		0	0	0	0	0	0	0	0		
18:15-18:30		23	1	0	0	0	0	0	24		30	3	0	0	0	0	0	0	33			22	4	0	0	0	0	0	26		0	0	0	0	0	0	0	0		
2 HR TOTAL	272	28	1	0	0	2	0	0	391		227	31	1	0	0	0	0	0	254			229	0	1	2	1	0	32		0	0	0	0	0	0	0	0	0		

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT
DAY/DATE: WEDNESDAY 28th SEPTEMBER 20162 HOUR PM SUMMARY

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
16:30-16:45	264	365	161	132	875	3477	244	339	192	100	875	3477
16:45-17:00	236	392	132	105	865	3487	259	330	190	96	865	3487
17:00-17:15	210	378	192	92	881	3412	255	353	191	92	881	3412
17:15-17:30	230	356	140	100	856	3264	251	335	199	91	856	3264
17:30-17:45	226	355	154	97	865	3083	236	350	196	93	865	3083
17:45-18:00	226	392	114	86	810		250	277	173	110	810	
18:00-18:15	217	294	103	119	733		210	262	163	96	733	
18:15-18:30	202	269	110	94	675		192	269	128	96	675	
2 HR TOTAL	1799	2828	1136	797	6560		1897	2515	1402	748	6560	

ARM A, A259 (NORTH)

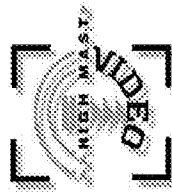
ARM B, A259 (SOUTH)

ARM C, B2187 BRIDGE ROAD

ARM D, BROAD PIECE

N

**REPORT ON SURVEY OF VEHICLE
TURNING MOVEMENTS AT
THE A259/CHURCH LANE/CROOKTHORN LANE
ROUNABOUT, CLIMPING, NEAR LITTLEHAMPTON
THURSDAY 24th SEPTEMBER 2015**



Undertaken on behalf of

Bellamy Roberts

By

High Mast Video Ltd

57 Maisemore Gardens

Emsworth

Hampshire PO10 7JX

Video Turning Count
CLIMPING ROUNDABOUT

**REPORT ON SURVEY OF VEHICLE
TURNING MOVEMENTS AND QUEUES PLUS
PEDESTRIAN CROSSING MOVEMENTS AROUND
A2990 / CHESTFIELD ROAD / HERNE BAY ROAD
ROUNDABOUT, CHESTFIELD, KENT**

SITES: 1: Four armed roundabout, junction of A259/Church Lane/Crookthorn Lane,
Climping, near Littlehampton, West Sussex

DAY/DATE: Thursday 24th September 2015

TIMES: Turning Count: 07:30-09:30, 16:30-18:30 x 15 min periods

VEHICLES: 7 types: Cars (inc Taxis and small mini-buses), LGV (Light goods), OGV1,
OGV2, PSVs, (Buses and coaches) and Motorcycles
Bicycles were counted but not included in summary totals

WEATHER: Sunny, dry all day

NOTES: No major accidents or incidents noted

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT
ROAD: ARM A, CHURCH LANE

DAY/DATE: THURSDAY 24th SEPTEMBER 2015
NOTE:

TIME	MOVEMENT 1, AD										MOVEMENT 2, AC										MOVEMENT 3, AB										MOVEMENT 4, AA										
	From: ARM A, CHURCH LANE										From: ARM A, CHURCH LANE										From: ARM A, CHURCH LANE										From: ARM A, CHURCH LANE										
	Left to: ARM D, A259 (EAST)										Straight to: ARM C, CROOKTHORN LANE										Right to: ARM B, A259 (WEST)										'U' Turn to: ARM A, CHURCH LANE										
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	
07:30-07:45	40	15	0	3	0	1	0	69	308	62	1	0	0	0	0	0	0	1	11	1	3	3	2	0	0	0	0	8	49	9	0	0	0	0	0	0	0	0	2	0	
07:45-08:00	69	21	1	2	0	0	0	93	339	96	1	0	1	0	0	0	0	1	2	14	3	13	2	2	0	0	0	0	17	54	18	1	0	0	0	0	0	0	1	2	1
08:00-08:15	57	23	3	1	0	0	0	84	353	87	5	0	0	0	0	0	0	0	5	15	5	8	1	1	0	0	0	10	58	11	0	0	0	0	0	0	0	0	1	0	
08:15-08:30	52	17	1	0	2	0	0	72	335	75	2	1	0	0	0	0	0	0	3	10	3	11	2	0	0	1	0	0	14	69	15	1	0	0	0	0	0	0	1	1	1
08:30-08:45	76	11	1	1	1	0	0	90	322	93	3	1	0	0	0	0	0	0	4	7	4	8	3	0	2	0	0	0	13	67	16	0	0	0	0	0	0	0	0	1	0
08:45-09:00	79	25	0	1	0	2	0	107	107	107	3	0	0	0	0	0	0	0	3	3	13	5	3	0	0	0	0	0	21	23	0	0	0	0	0	0	0	0	0	0	
09:00-09:15	52	13	1	0	0	0	0	66	67	67	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	
09:15-09:30	46	8	4	1	0	0	0	59	62	62	0	0	0	0	0	0	0	0	0	0	0	5	6	1	0	0	0	0	12	13	0	0	0	1	0	0	0	1	2	2	
2 HR TOTAL	471	133	11	9	3	3	0	530	548.4	15	2	1	0	0	0	0	1	18	18.5	79	25	9	2	1	0	0	0	116	124.1	2	0	0	1	0	0	0	3	4.3	4.3		

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT
ROAD: ARM B, A259 (WEST)

DAY/DATE: THURSDAY 24th SEPTEMBER 2015

TIME	MOVEMENT 5, BA										MOVEMENT 6, BD										MOVEMENT 7, BC										MOVEMENT 8, BB									
	From: ARM B, A259 (WEST)										From: ARM B, A259 (WEST)										From: ARM B, A259 (WEST)										From: ARM B, A259 (WEST)									
	Left to: ARM A, CHURCH LANE										Straight to: ARM D, A259 (EAST)										Right to: ARM C, CROOKTHORN LANE										'U' Turn to: ARM B, A259 (WEST)									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU
07:30-07:45	26	5	0	0	0	0	0	31	86	31	155	46	2	0	4	3	0	210	838	213	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
07:45-08:00	15	1	0	0	0	0	0	16	74	16	146	33	5	0	3	1	1	188	860	193	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
08:00-08:15	12	3	0	0	0	2	0	17	79	16	163	39	4	3	3	2	0	214	869	222	0	0	0	0	0	0	1	0	11	0	0	0	0	0	0	0	0	0	0	0
08:15-08:30	13	3	1	0	0	0	0	22	87	23	154	32	3	1	3	3	0	226	869	230	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
08:30-08:45	15	3	0	0	0	1	0	19	97	18	181	36	2	1	1	1	0	222	831	225	2	1	0	0	0	0	0	3	13	3	0	0	0	0	0	0	0	0	0	0
08:45-09:00	16	3	1	1	0	0	0	21	23	23	159	40	3	2	1	2	0	207	211	211	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0
09:00-09:15	18	5	0	1	1	0	0	25	27	27	182	21	9	1	1	0	0	214	221	221	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
09:15-09:30	25	5	1	1	0	0	0	32	34	34	141	43	3	0	1	0	0	188	191	191	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2 HR TOTAL	145	28	3	3	1	3	0	183	187.6	1311	290	31	8	17	12	1	1669	1705	1705	12	2	0	0	0	0	0	4	14	14	0	0	0	0	0	0	0	0	0	0	0

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT
ROAD: ARM C, CROOKTHORN LANE

DAY/DATE: THURSDAY 24th SEPTEMBER 2015

TIME	MOVEMENT 9, CB										MOVEMENT 10, CA										MOVEMENT 11, CD										MOVEMENT 12, CC													
	From: ARM C, CROOKTHORN LANE										From: ARM C, CROOKTHORN LANE										From: ARM C, CROOKTHORN LANE										From: ARM C, CROOKTHORN LANE													
	Left to: ARM B, A259 (WEST)										Straight to: ARM A, CHURCH LANE										Right to: ARM D, A259 (EAST)										'U' Turn to: ARM C, CROOKTHORN LANE													
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU				
07:30-07:45	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	2	5	2	1	0	0	0	0	0	0	1	9	1	0	0	0	0	0	0	0	0	0	0	0			
07:45-08:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0			
08:00-08:15	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0	0	0	0	10	1	3	0	0	1	0	0	1	0	5	28	5	0	0	0	0	0	0	0	0	0	0	0		
08:15-08:30	0	0	0	0	0	0	0	0	12	0	1	0	0	0	0	0	0	0	15	1	3	0	0	0	0	0	0	3	36	3	0	0	0	0	0	0	0	0	0	0	0	0		
08:30-08:45	1	0	0	0	0	0	0	1	15	1	0	1	0	0	0	0	0	1	17	1	2	1	0	0	0	0	0	3	37	3	0	0	0	0	0	0	0	0	0	0	0	0		
08:45-09:00	7	1	0	0	0	0	0	8	8	7	0	0	0	0	0	0	0	7	7	15	2	0	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00-09:15	3	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	6	6	13	0	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15-09:30	3	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	3	3	4	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2 HR TOTAL	14	1	0	0	0	0	0	1	15	15	20	2	0	0	0	0	0	22	22	41	3	1	0	0	1	0	46	45.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT
ROAD: ARM D, A259 (EAST)

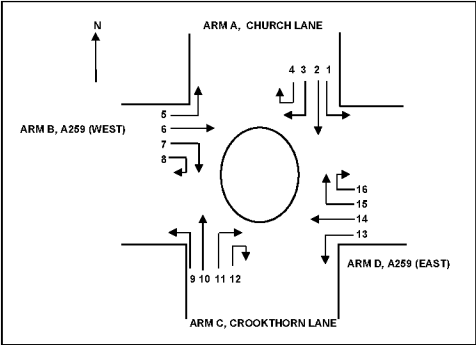
DAY/DATE: THURSDAY 24th SEPTEMBER 2015

TIME

09:00-09:15	1	0	0	0	0	0	0	0	1	1	124	33	8	5	2	1	0	173	186	55	15	3	1	0	1	0	76	77	0	0	0	0	0	0	0	0	0	0	0
09:15-09:30	0	0	0	0	0	0	0	0	0	0	115	34	8	2	3	0	0	162	172	66	13	2	1	0	1	0	83	85	0	0	0	0	0	0	0	0	0	0	0
2 HR TOTAL	2	2	0	0	0	0	0	0	4	4	1090	266	34	20	14	8	2	1432	1484	730	166	12	9	2	5	0	914	930.7	3	1	0	0	0	0	0	4	4	4	

SITE: A259 / CHURCH LANE, CLIMPING ROUNDABOUT MORNING PEAK
DAY/DATE: THURSDAY 24th SEPTEMBER 2015

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
07:30-07:45	68	242	3	315	628	2645	174	180	3	271	628	2645
07:45-08:00	113	204	1	368	686	2670	170	232	2	282	686	2670
08:00-08:15	99	231	6	326	662	2610	148	205	6	303	662	2610
08:15-08:30	90	248	4	327	669	2546	149	214	4	302	669	2546
08:30-08:45	107	244	5	297	653	2425	133	197	7	316	653	2425
08:45-09:00	131	236	32	227	626		123	161	11	331	626	
09:00-09:15	87	240	22	249	598		106	197	2	293	598	
09:15-09:30	72	221	10	245	548		119	177	1	251	548	
2 HR TOTAL	767	1866	83	2384	5070		1122	1663	36	2349	5070	



DAY/DATE: THURSDAY 24th SEPTEMBER 2015

[illegible]

DAY/DATE: THURSDAY 24th SEPTEMBER 2015

[illegible]

DAY/DATE: THURSDAY 24th SEPTEMBER 2015

[illegible]

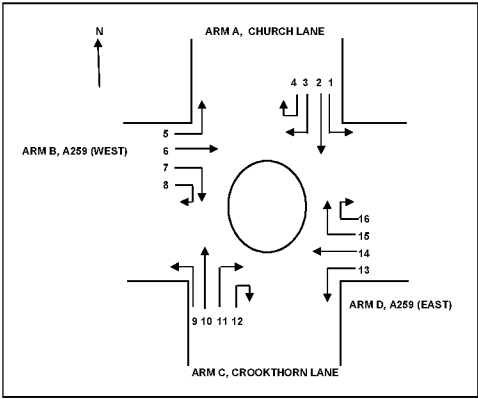
DAY/DATE: THURSDAY 24th SEPTEMBER 2015

TIME		MOVEMENT 13, DC										MOVEMENT 14, DB										MOVEMENT 15, DA										MOVEMENT 16, DD									
		From:					To:							From:					To:							From:					To:										
		ARM D, A259 (EAST)					ARM C, C203K THORN LANE							ARM D, A259 (EAST)					ARM B, B259 (WEST)							ARM D, A259 (EAST)					ARM C, C203K THORN LANE										
CAR	LGV	OGV1	OGV2	PSV	MCVL	BYCL	TOY	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCVL	BYCL	TOY	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCVL	BYCL	TOY	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCVL	BYCL	TOY	HR	PCU		
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	195	40	4	2	1	3	0	245	971	249	48	9	3	0	0	1	61	228	62	6	0	0	0	0	0	0	6	23	6	
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	188	42	0	0	1	3	0	245	994	233	47	14	2	0	0	0	64	207	66	4	1	0	0	0	0	0	5	21	5	
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	206	33	1	1	2	3	1	246	1038	248	32	9	0	0	0	0	41	191	41	9	0	0	0	0	0	0	9	19	9	
17:15-17:30	0	0	0	0	0	0	0	0	0	1	0	214	28	0	0	2	2	0	246	1011	247	55	6	0	0	0	0	62	203	61	3	0	0	0	0	0	0	3	14	3	
17:30-17:45	0	0	0	0	0	0	0	0	0	3	0	238	27	2	0	0	1	1	268	972	268	34	5	1	0	0	0	1	40	189	41	4	0	0	0	0	0	4	13	4	
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	234	59	0	0	1	4	0	278	977	277	40	7	0	0	0	0	1	48	47	3	0	0	0	0	0	0	0	3	3	
18:00-18:15	1	0	0	0	0	0	0	0	0	1	1	219	27	0	0	4	4	0	219	978	219	27	0	0	2	0	0	0	53	56	4	0	0	0	0	0	0	4	4	2	
18:15-18:30	1	0	0	0	0	0	0	0	0	2	3	183	20	1	0	1	2	2	207	207	207	44	3	0	0	0	0	1	4	1	41	42	2	0	0	0	0	0	2	2	2
2 HR TOTAL	2	0	1	0	0	0	0	0	3		3.5	1645	265	8	3	9	22	4	1943	1947	346	58	6	2	1	0	1	417	421.2	35	1	0	0	0	0	0	36		36		

Undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

SITE: A259 / CHURCH LANE, CLIMPING ROUNDABOUT EVENING PEAK
DAY/DATE: THURSDAY 24th SEPTEMBER 2015

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
16:30-16:45	157	198	11	312	678	2920	77	302	1	298	678	2920
16:45-17:00	188	236	4	303	731	2960	84	286	1	360	731	2960
17:00-17:15	184	258	9	296	747	2923	52	311	1	383	747	2923
17:15-17:30	192	258	3	311	764	2759	81	307	2	374	764	2759
17:30-17:45	191	212	3	312	718	2601	58	319	1	340	718	2601
17:45-18:00	147	217	1	329	694		58	320	2	314	694	
18:00-18:15	118	180	8	277	583		62	263	2	256	583	
18:15-18:30	130	208	9	259	606		62	249	2	293	606	
2 HR TOTAL	1307	1767	48	2389	5521		634	2357	12	2618	5521	



**REPORT ON SURVEY OF
VEHICLE TURNING MOVEMENTS AT
FOUR JUNCTIONS AROUND CLIMPING
TUESDAY 27th SEPTEMBER 2016**



Undertaken on behalf of

Bellamy Roberts

By

High Mast Video Ltd

57 Maisemore Gardens

Emsworth

Hampshire PO10 7JX



Climping Video Surveys

NOTES ON CLASSIFIED TURNING COUNTS

AROUND CLIMPING, WEST SUSSEX

SITES:

- 1) Four armed priority dogleg junction, A: B2132 (N); B: A259 (W); C: B2132 (S); D: A259 (E)
- 2) Three armed priority junction, A: Yapton Road (N); B: Yapton Road (S); C: Horsemere Green Lane
- 3) Three armed priority junction, A: B2233 Yapton Road; B: A259(W) Grevatt's Lane; C: A259(E) Crookthorn Lane
- 4) Four armed roundabout, A: Church Lane (N); B: A259W Crookthorn Lane; C: Church Lane (S), D: A259(E)

DAY/DATE: Tuesday 27th September 2016

TIMES: 07:30-09:30, 16:30-18:30 Analysis x 15 minute periods

VEHICLES: 7 types: Cars (inc Taxis and small mini-buses), LGV (Light goods), OGV1, OGV2, PSVs, (Buses and coaches) and Motorcycles
Bicycles were counted but not included in summary totals
Bicycles used on pavements were counted as pedestrians

WEATHER: Dry all day

NOTES: No major incidents noted. Minor accident at Site 1, B-D, 16:41. Red car drove through bollard and lamp post without stopping. Police later arrested drunk female driver.
Site 2, c. 17:54, travellers arrive and camp on verge just behind camera. All noted as movement C-A

Video Turning Count Site 1
A259 / B2132 STAGGERED CROSS ROADS

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

[illegible]

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 5, BA													MOVEMENT 6, BD													MOVEMENT 7, BC													MOVEMENT 8, BB												
	From: ARM B, A259 (WES) ARM A, B2132 (NCL)													From: ARM B, A259 (WES) ARM D, A259 (EAS)													From: ARM B, A259 (WES) ARM C, B2132 (SOUTH)													From: ARM B, A259 (WES)												
	Let:	Car	LGV	GGV1	GGV2	PBV	MCL	BCL	TOT	HR	Car	LGV	GGV1	GGV2	PBV	MCL	BCL	TOT	HR	Car	LGV	GGV1	GGV2	PBV	MCL	BCL	TOT	HR	Car	LGV	GGV1	GGV2	PBV	MCL	BCL	TOT	HR															
07:30-07:45		10	0	0	0	0	0	71	320		10	0	0	0	4	2	233	747		10	0	0	0	0	0	0	2	4		0	0	0	0	0	0	0	0	0														
07:45-08:00		18	10	0	0	1	1	70	317		133	37	8	1	1	2	2	192	709		11	2	0	0	0	0	0	2	4		0	0	0	0	0	0	0	0	0													
08:00-08:15		69	8	0	0	1	2	0	80	324		122	36	4	3	0	2	167	674		7	1	0	0	0	0	0	3		0	0	0	0	0	0	0	0	0	0													
08:15-08:30		60	0	0	0	0	0	89	360		127	4	4	0	0	0	0	155	871		9	1	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0													
08:30-08:45		58	9	0	0	0	0	68	294		162	31	4	1	3	0	0	201	677		14	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0	0	0													
08:45-08:59		47	8	1	0	0	1	0			110	30	2	4	0	0	1	1	147		6	1	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0												
09:00-09:15		26	6	0	0	0	2	0	1		108	28	6	1	0	3	0	164		7	3	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0												
09:15-09:30		36	5	0	1	1	0	0	43	26		131	26	1	0	0	0	189		13	26	1	0	0	0	0	0	3		0	0	0	0	0	0	0	0	0	0	0	0											
2 HR TOTAL		444	65	2	1	7	5	1	524		1095	292	32	19	5	15	4	1610		68	11	0	0	0	0	0	0	11		9	0	0	0	0	0	0	0	0	0	0	0											

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

[illegible]

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

[illegible]

Survey undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

Video Turning Count Site 1
A259 / B2132 STAGGERED CROSS ROADS

SITE: 1, A259 / A2132 STAGGERED CROSSROADS
DAY/DATE: TUESDAY 27th SEPTEMBER 20162 HOUR AM SUMMARY

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
07:30-07:45	12	306	30	150	528	1635	96	179	14	259	528	1635
07:45-08:00	12	254	31	172	469	1724	93	175	13	165	468	1724
08:00-08:15	18	245	27	115	408	1698	100	116	18	174	408	1698
08:15-08:30	20	259	26	125	430	1747	117	124	25	164	430	1747
08:30-08:45	13	269	23	112	417	1740	85	108	20	204	417	1740
08:45-09:00	14	205	24	200	443		78	180	27	148	443	
09:00-09:15	23	203	17	214	457		45	202	37	173	457	
09:15-09:30	20	209	29	165	423		65	157	28	173	423	
2 HR TOTAL	132	1853	207	1283	3575		678	1251	182	1463	3575	

ARM A, B2132 (NORTH)

ARM B, A259 (WEST)

ARM C, B2132 (SOUTH)

ARM D, A259 (EAST)

N

Video Turning Count Site 1
A259 / B2132 STAGGERED CROSS ROADS

SITE: 1, A259 / A2132 STAGGERED CROSSROADS

ROAD: ARM A, B2132 (NORTH)

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 1, AD										MOVEMENT 2, AC										MOVEMENT 3, AB										MOVEMENT 4, AA U-TURN									
	From: ARM A, B2132 (NORTH) Left to: ARM D, A259 (EAST)										From: ARM A, B2132 (NORTH) Right/Left: ARM C, B2132 (SOUTH)										From: ARM A, B2132 (NORTH) Right to: ARM B, A259 (WEST)										From: ARM A, B2132 (NORTH) U-turn: ARM A, B2132 (NORTH)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	
16:30-16:45	0	0	0	0	0	0	0	0	8		8	2	0	0	0	0	0	11	41		11	3	0	0	1	0	0	15	88		0	0	0	0	0	0	0	0	0	
16:45-17:00	1	2	0	0	0	0	0	3	9		8	3	0	0	0	0	2	11	42		19	3	1	0	1	0	0	24	74		0	0	0	0	0	0	0	0	0	
17:00-17:15	1	0	0	0	0	0	0	1	8		5	1	0	0	0	0	1	6	39		8	3	0	0	2	0	0	13	85		0	0	0	0	0	0	0	0	0	
17:15-17:30	3	1	0	0	0	0	0	4	8		10	3	0	0	0	0	2	13	49		14	2	0	0	0	0	0	16	101		0	0	0	0	0	0	0	0	0	
17:30-17:45	1	0	0	0	0	0	0	1	5		10	1	0	0	0	1	1	12	51		16	2	0	2	1	0	0	21	115		0	0	0	0	0	0	0	0	0	
17:45-18:00	1	1	0	0	0	0	0	2	5		5	3	0	0	0	0	0	8		27	7	0	0	1	0	0	35		0	0	0	0	0	0	0	0	0	0		
18:00-18:15	1	0	0	0	0	0	0	1			15	0	0	0	0	1	0	16		22	6	0	1	0	0	0	29		0	0	0	0	0	0	0	0	0	0		
18:15-18:30	0	1	0	0	0	0	0	1			14	1	0	0	0	0	0	15		25	3	0	0	2	0	0	30		0	0	0	0	0	0	0	0	0	0	0	
2 HR TOTAL	8	5	0	0	0	0	0	13			76	14	0	0	0	2	6	92		142	29	1	3	8	0	0	183		0	0	0	0	0	0	0	0	0	0	0	

SITE: 1, A259 / A2132 STAGGERED CROSSROADS

ARM B, A259 (WEST)

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 5, BA										MOVEMENT 6, BD										MOVEMENT 7, BC										MOVEMENT 8, BB									
	From: ARM B, A259 (WEST) Left to: ARM A, B2132 (NORTH)										From: ARM B, A259 (WEST) Straight to: ARM D, A259 (EAST)										From: ARM B, A259 (WEST) Right to: ARM C, B2132 (SOUTH)										From: ARM B, A259 (WEST) U-turn: ARM B, A259 (WEST)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	
16:30-16:45	26	7	0	0	0	0	0	33	147		142	42	1	1	2	0	1	182	757		7	2	0	0	0	0	9	48		0	0	0	0	0	0	0	0	0		
16:45-17:00	32	4	0	0	1	0	0	37	166		155	23	3	0	1	2	0	184	723		11	2	0	0	0	0	13	45		0	0	0	0	0	0	0	0	0		
17:00-17:15	33	5	0	0	0	0	0	38	170		142	36	3	3	0	0	0	184	714		7	1	0	0	0	0	8	39		0	0	0	0	0	0	0	0	0		
17:15-17:30	33	5	0	0	1	0	2	39	163		166	24	1	0	1	5	3	197	873		9	1	0	0	0	0	10	41		0	0	0	0	0	0	0	0	0		
17:30-17:45	48	3	0	0	1	0	0	52	198		139	17	2	0	0	0	0	188	886		14	0	0	0	0	0	14	39		0	0	0	0	0	0	0	0	0		
17:45-18:00	37	3	0	0	1	0	1	41			141	28	1	1	0	4	1	175		6	1	0	0	0	0	0	7		0	0	0	0	0	0	0	0	0			
18:00-18:15	26	5	0	0	0	0	0	31			121	15	5	1	0	1	0	143		7	3	0	0	0	0	0	10		0	0	0	0	0	0	0	0	0			
18:15-18:30	24	7	0	0	1	0	0	32			104	16	0	0	0	0	1	120		7	1	0	0	0	0	0	8		0	0	0	0	0	0	0	0	0			
2 HR TOTAL	288	39	0	0	5	0	3	303			1113	201	16	6	4	13	5	1383		88	11	0	0	0	0	0	79		0	0	0	0	0	0	0	0	0			

SITE: 1, A259 / A2132 STAGGERED CROSSROADS

ROAD: ARM C, B2132 (SOUTH)

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 9, CB										MOVEMENT 10, CA										MOVEMENT 11, CD										MOVEMENT 12, CC									
	From: ARM C, B2132 (SOUTH) Left to: ARM B, A259 (WEST)										From: ARM C, B2132 (SOUTH) Right/Left: ARM A, B2132 (NORTH)										From: ARM C, B2132 (SOUTH) Right to: ARM D, A259 (EAST)										From: ARM C, B2132 (SOUTH) U-turn: ARM C, B2132 (SOUTH)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	
16:30-16:45	2	1	0	0	0	0	0	3	25		8	0	0	0	0	0	1	8	19		7	7	0	0	0	2	0	15	52		0	0	0	0	0	0	0	0	0	
16:45-17:00	5	2	0	0	0	0	0	7	26		3	2	0	0	0	0	0	5	20		11	4	0	0	2	0	0	17	52		0	0	0	0	0	0	0	0	0	
17:00-17:15	5	1	0	0	0	0	0	6	23		4	2	0	0	0	0	0	6	21		7	0	0	0	0	0	0	7	48		0	0	0	0	0	0	0	0	0	
17:15-17:30	8	0	0	0	0	0	0	8	20		0	0	0	0	0	0	1	0	22		10	2	0	0	0	0	0	12	52		0	0	0	0	0	0	0	0	0	
17:30-17:45	4	0	0	0	0	0	0	4	13		7	2	0	0	0	0	0	8	27		15	1	0	0	0	0	1	16	53		0	0	0	0	0	0	0	0	0	
17:45-18:00	3	1	0	0	0	0	0	4			6	0	0	0	0	0	1	6		11	2	0	0	0	0	0	13		0	0	0	0	0	0	0	0	0	0		
18:00-18:15	2	0	0	0	0	1	0	3			6	1	0	0	0	0	0	7		11	0	0	0	0	0	0	11		0	0	0	0	0	0	0	0	0	0		
18:15-18:30	2	0	0	0	0	0	0	2			4	1	0	0	0	0	0	5		12	1	0	0	0	0	0	13		0	0	0	0	0	0	0	0	0	0		
2 HR TOTAL	32	5	0	0	0	1	0	38			38	8	0	0	0	0	3	46		84	17	0	0	2	2	1	105		0	0	0	0	0	0	0	0	0	0		

SITE: 1, A259 / A2132 STAGGERED CROSSROADS

ROAD: ARM D, A259 (EAST)

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 13, DC										MOVEMENT 14, DB										MOVEMENT 15, DA										MOVEMENT 16, DD									
	From: ARM D, A259 (EAST) Left to: ARM C, B2132 (SOUTH)										From: ARM D, A259 (EAST) Straight to: ARM B, A259 (WEST)										From: ARM D, A259 (EAST) Right to: ARM A, B2132 (NORTH)										From: ARM D, A259 (EAST) U-turn: ARM D, A259 (EAST)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR		CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	
16:30-16:45	46	10	0	0	1	1	2	58	227		170	48	0	0	0	6	1	224	833		1	1	0	0	0	0	0	2	23		0	0	0	0	0	0	0	0	0	
16:45-17:00	43	8	0	0	0	0	1	51	215		157	30	0	0	0	1	0	188	950		7	1	0	0	0	0	0	8	27		0	0	0	0	0	0	0	0		
17:00-17:15	44	11	0	0	0	0	1	56	211		232	41	2	2	0	4	1	281	978		7	3	0	0	0	0	0	10	21		0	0	0	0	0	0	0	0		
17:15-17:30	53	7	0	0	0	0	1	62	195		210	25	1	1	0	3	1	241	882		2	1	0	0	0	0	0	3	16		0	0	0	0	0	0	0	0		
17:30-17:45	41	4	1	1	0	0	2	46	172		201	32	2	2	0	0	0	241	106		1	2	0	0	0	0	0	3	16		0	0	0	0	0	0	0	0		
17:45-18:00	45	2	0	0	0	0	0	47	182		201	32	2	2	0	1	2	216			1	1	0	0	0	0	0	2												
18:00-18:15	37	3	0	0	0	0	0	40	163		138	15	0	1	1	1	1	185			2	3	0	0	0	0	0	1	5											
18:15-18:30	41	1	1	1	0	0	3	46	172		201	32	2	2	0	0	0	241			1	1	0	0	0	0	0	2												
2 HR TOTAL	342	48	1	0	1	6	7	389	1463		215	5	9	1	28	6	1	237			29	6	0	0	0	0	1	38												

Video Turning Count Site 1
A259 / B2132 STAGGERED CROSS ROADS

SITE: 1, A259 / A2132 STAGGERED CROSSROADS

DAY/DATE: TUESDAY 27th SEPTEMBER 20162 HOUR PM SUMMARY

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
16:30-16:45	26	234	27	284	571	2340	43	242	78	208	571	2340
16:45-17:00	38	234	28	247	548	2048	50	218	75	204	548	2048
17:00-17:15	20	230	18	347	616	2357	54	300	70	182	616	2357
17:15-17:30	33	246	21	305	605	2222	42	265	85	213	605	2222
17:30-17:45	34	224	28	263	580	2046	67	266	72	175	580	2046
17:45-18:00	45	223	23	265	556		49	255	62	160	556	
18:00-18:15	46	184	21	230	481		43	217	66	155	481	
18:15-18:30	46	160	20	223	429		39	194	62	154	429	
2 HR TOTAL	288	1735	189	2174	4386		387	1958	570	1471	4388	

ARM A, B2132 (NORTH)

ARM B, A259 (WEST)

ARM C, B2132 (SOUTH)

ARM D, A259 (EAST)

N

Video Turning Count Site 2

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION										ARM A, YAPTON ROAD (NORTH)										DAY/DATE: TUESDAY, 27th SEPTEMBER 2016										
TIME	MOVEMENT 1, AC										MOVEMENT 2, AB										MOVEMENT 3, AA									
	From: ARM A, YAPTON ROAD (NORTH) Left to: ARM C, HORSEMERE GREEN LANE										From: ARM A, YAPTON ROAD (NORTH) Straight: ARM B, YAPTON ROAD (SOUTH)										From: ARM A, YAPTON ROAD (NORTH) U' Turn: ARM A, YAPTON ROAD (NORTH)									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL			
07:30-07:45	0	0	0	0	0	0	0	0	0	40	5	1	0	1	1	0	48	200	0	0	0	0	0	0	0	0	0	0		
07:45-08:00	0	0	0	0	0	0	0	0	0	40	8	3	1	0	0	0	52	198	0	0	0	0	0	0	0	0	0	1		
08:00-08:15	0	0	0	0	0	0	0	0	0	41	9	2	1	1	0	1	54	205	0	0	0	0	0	0	0	0	0	1		
08:15-08:30	0	0	0	0	0	0	0	0	0	36	7	2	0	1	0	0	46	216	0	0	0	0	0	0	0	0	0	1		
08:30-08:45	0	0	0	0	0	0	0	0	0	37	8	1	0	0	0	2	46	235	1	0	0	0	0	0	0	1	1	1		
08:45-09:00	0	0	0	0	0	0	0	0	0	43	13	0	2	1	0	0	59		0	0	0	0	0	0	0	0	0	0		
09:00-09:15	0	0	0	0	0	0	0	0	0	54	9	2	0	0	0	0	65		0	0	0	0	0	0	0	0	0	0		
09:15-09:30	0	0	0	0	0	0	0	0	0	49	9	3	3	1	0	0	65		0	0	0	0	0	0	0	0	0	0		
2 HR TOTAL	0	0	0	0	0	0	0	0	0	340	66	14	7	5	1	3	435		1	0	0	0	0	0	0	0	1			

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION										ARM B, YAPTON ROAD (SOUTH)										DAY/DATE: TUESDAY, 27th SEPTEMBER 2016										
TIME	MOVEMENT 4, BA										MOVEMENT 5, BC										MOVEMENT 6, BB									
	From: ARM B, YAPTON ROAD (SOUTH) Straight: ARM A, YAPTON ROAD (SOUTH)										From: ARM B, YAPTON ROAD (SOUTH) Right to: ARM C, HORSEMERE GREEN LANE										From: ARM B, YAPTON ROAD (SOUTH) U' Turn: ARM B, YAPTON ROAD (SOUTH)									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL			
07:30-07:45	41	11	0	2	2	0	0	56	185	13	1	0	0	0	0	0	14	61	0	0	0	0	0	0	0	0	0	0		
07:45-08:00	30	18	1	1	2	3	1	55	164	10	5	0	0	0	0	0	15	65	0	0	0	0	0	0	0	0	0	0		
08:00-08:15	26	12	1	3	0	0	0	42	168	13	4	0	0	0	1	0	18	71	0	0	0	0	0	0	0	0	0	0		
08:15-08:30	22	7	1	1	0	1	1	32	180	11	3	0	0	0	0	0	14	77	0	0	0	0	0	0	0	0	0	0		
08:30-08:45	22	10	1	1	0	1	0	35	195	14	4	0	0	0	0	0	16	85	0	0	0	0	0	0	0	0	0	0		
08:45-09:00	43	10	3	2	1	0	0	59		17	4	0	0	0	0	0	21		0	0	0	0	0	0	0	0	0	0		
09:00-09:15	37	13	1	1	2	0	0	54		21	3	0	0	0	0	0	24		0	0	0	0	0	0	0	0	0	0		
09:15-09:30	38	7	2	0	0	0	0	47		22	0	0	0	0	0	0	22		0	0	0	0	0	0	0	0	0	0		
2 HR TOTAL	259	88	10	11	7	5	2	380		121	24	0	0	0	1	0	146		0	0	0	0	0	0	0	0	0	0		

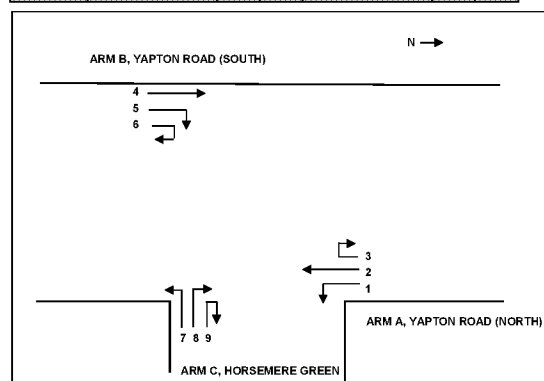
SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION										ARM C, HORSEMERE GREEN LANE										DAY/DATE: TUESDAY, 27th SEPTEMBER 2016										
TIME	MOVEMENT 7, CB										MOVEMENT 8, CA										MOVEMENT 9, CC									
	From: ARM C, HORSEMERE GREEN LANE Left to: ARM B, YAPTON ROAD (SOUTH)										From: ARM C, HORSEMERE GREEN LANE Right to: ARM A, YAPTON ROAD (NORTH)										From: ARM C, HORSEMERE GREEN LANE U' Turn: ARM C, HORSEMERE GREEN LANE									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL			
07:30-07:45	0	0	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8	34	0	0	0	0	0	0	0	0	0	0		
07:45-08:00	2	0	0	0	0	0	0	2	10	6	2	0	0	0	0	0	8	32	0	0	0	0	0	0	0	0	0	0		
08:00-08:15	2	0	0	0	0	0	0	2	9	6	2	0	0	0	0	1	8	36	0	0	0	0	0	0	0	0	0	0		
08:15-08:30	2	0	0	0	0	0	0	2	9	7	2	1	0	0	0	0	10	42	0	0	0	0	0	0	0	0	0	0		
08:30-08:45	4	0	0	0	0	0	0	4	7	4	2	0	0	0	0	0	6	49	0	0	0	0	0	0	0	0	0	0		
08:45-09:00	1	0	0	0	0	0	0	1		7	5	0	0	0	0	0	12		0	0	0	0	0	0	0	0	0	0		
09:00-09:15	2	0	0	0	0	0	0	2		12	2	0	0	0	0	0	14		0	0	0	0	0	0	0	0	0	0		
09:15-09:30	0	0	0	0	0	0	0	0		13	3	1	0	0	0	0	17		0	0	0	0	0	0	0	0	0	0		
2 HR TOTAL	13	0	0	0	0	0	0	13		63	16	2	0	0	0	1	83		0	0	0	0	0	0	0	0	0	0		

Video Turning Count Site 2

MORNING PEAK SUMMARY DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION

TIME	MOVEMENT: ALL IN TO JUNCTION					MOVEMENT: ALL OUT OF JUNCTION				
	A	B	C	TOT	HR	A	B	C	TOT	HR
07:30-07:45	48	70	8	126	486	64	48	14	126	486
07:45-08:00	52	70	10	132	470	63	54	15	132	470
08:00-08:15	54	60	10	124	490	50	56	18	124	490
08:15-08:30	46	46	12	104	525	42	48	14	104	525
08:30-08:45	47	53	10	110	572	42	50	18	110	572
08:45-09:00	59	80	13	152		71	60	21	152	
09:00-09:15	65	78	16	159		68	67	24	159	
09:15-09:30	65	69	17	151		64	65	22	151	
2 HR TOTAL	436	526	96	1058		464	446	146	1058	



File name:-Climping_Sites_1-4 App 8 DEBBY

Climping Site 2

Undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

Video Turning Count Site 2

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION										ARM A, YAPTON ROAD (NORTH)										DAY/DATE: TUESDAY, 27th SEPTEMBER 2016										
TIME	MOVEMENT 1, AC										MOVEMENT 2, AB										MOVEMENT 3, AA									
	From: ARM A, YAPTON ROAD (NORTH) Left to: ARM C, HORSEMERE GREEN LANE										From: ARM A, YAPTON ROAD (NORTH) Straight: ARM B, YAPTON ROAD (SOUTH)										From: ARM A, YAPTON ROAD (NORTH) U' Turn: ARM A, YAPTON ROAD (NORTH)									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL			
16:30-16:45	13	2	1	0	0	0	2	16	42	57	17	1	0	1	3	1	79	377	0	0	0	0	0	0	0	0	0	0		
16:45-17:00	9	2	1	0	0	0	1	12	45	55	8	3	0	0	0	0	66	413	0	0	0	0	0	0	0	0	0	0		
17:00-17:15	9	2	0	0	0	0	0	11	46	101	13	0	0	2	5	1	121	466	0	0	0	0	0	0	0	0	0	0		
17:15-17:30	2	1	0	0	0	0	0	3	49	93	15	0	1	1	1	0	111	446	0	0	0	0	0	0	0	0	0	0		
17:30-17:45	14	5	0	0	0	0	0	19	53	97	15	0	2	1	0	1	115	401	0	0	0	0	0	0	0	0	0	0		
17:45-18:00	13	0	0	0	0	0	0	13		103	15	0	1	0	0	1	119		0	0	0	0	0	0	0	0	0	0		
18:00-18:15	14	0	0	0	0	0	4	14		87	9	1	1	1	2	1	101		0	0	0	0	0	0	0	0	0	0		
18:15-18:30	7	0	0	0	0	0	0	7		58	7	0	0	1	0	0	66		0	0	0	0	0	0	0	0	0	0		
2 HR TOTAL	61	12	2	0	0	0	7	95		651	99	5	5	7	11	5	778		0	0	0	0	0	0	0	0	0	0		

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION										ARM B, YAPTON ROAD (SOUTH)										DAY/DATE: TUESDAY, 27th SEPTEMBER 2016										
TIME	MOVEMENT 4, BA										MOVEMENT 5, BC										MOVEMENT 6, BB									
	From: ARM B, YAPTON ROAD (SOUTH) Straight: ARM A, YAPTON ROAD (NORTH)										From: ARM B, YAPTON ROAD (SOUTH) Right to: ARM C, HORSEMERE GREEN LANE										From: ARM B, YAPTON ROAD (SOUTH) U' Turn: ARM B, YAPTON ROAD (SOUTH)									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL			
16:30-16:45	53	9	1	0	1	0	0	64	211	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0			
16:45-17:00	45	7	0	1	0	0	0	53	224	3	1	0	0	0	0	0	4	17	0	0	0	0	0	0	0	0	0			
17:00-17:15	35	6	0	0	1	0	0	42	244	1	1	0	0	0	0	0	2	17	0	0	0	0	0	0	0	0	0			
17:15-17:30	44	7	0	0	1	0	0	52	262	3	0	0	0	0	0	0	3	19	0	0	0	0	0	0	0	0	0			
17:30-17:45	65	10	1	0	0	1	0	77	275	8	0	0	0	0	0	0	8	20	0	0	0	0	0	0	0	0	0			
17:45-18:00	57	15	0	0	1	0	0	73		4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0	0			
18:00-18:15	54	5	0	0	1	0	0	60		3	1	0	0	0	0	0	4		0	0	0	0	0	0	0	0	0			
18:15-18:30	54	9	0	0	0	2	0	65		4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0	0			
2 HR TOTAL	407	68	2	1	5	3	0	486		27	3	0	0	0	0	0	30		0	0	0	0	0	0	0	0	0			

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION										ARM B, YAPTON ROAD (SOUTH)										DAY/DATE: TUESDAY, 27th SEPTEMBER 2016										
TIME	MOVEMENT 4, BA										MOVEMENT 5, BC										MOVEMENT 6, BB									
	From: ARM B, YAPTON ROAD (SOUTH) Straight to: ARM A, YAPTON ROAD (NORTH)										From: ARM B, YAPTON ROAD (SOUTH) Right to: ARM C, HORSEMERE GREEN LANE										From: ARM B, YAPTON ROAD (SOUTH) 'U' Turn: ARM B, YAPTON ROAD (SOUTH)									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL			
16:30-16:45	53	9	1	0	1	0	0	64	211	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0		
16:45-17:00	45	7	0	1	0	0	0	53	224	3	1	0	0	0	0	0	4	17	0	0	0	0	0	0	0	0	0	0		
17:00-17:15	35	6	0	0	1	0	0	42	244	1	1	0	0	0	0	0	2	17	0	0	0	0	0	0	0	0	0	0		
17:15-17:30	44	7	0	0	1	0	0	52	262	3	0	0	0	0	0	0	3	19	0	0	0	0	0	0	0	0	0	0		
17:30-17:45	65	10	1	0	0	1	0	77	275	8	0	0	0	0	0	0	8	20	0	0	0	0	0	0	0	0	0	0		
17:45-18:00	57	15	0	0	1	0	0	73		4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0	0	0		
18:00-18:15	54	5	0	0	1	0	0	60		3	1	0	0	0	0	0	4		0	0	0	0	0	0	0	0	0	0		
18:15-18:30	54	9	0	0	0	2	0	65		4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0	0	0		
2 HR TOTAL	407	66	2	1	5	3	0	486		27	3	0	0	0	0	0	30		0	0	0	0	0	0	0	0	0	0		

File name:-Climping_Sites_1-4 App 8 DEBBY

Climping Site 2

Undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

Video Turning Count Site 2

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION										ARM C, HORSEMERE GREEN LANE										DAY/DATE: TUESDAY, 27th SEPTEMBER 2016										
TIME	MOVEMENT 7, CB										MOVEMENT 8, CA										MOVEMENT 9, CC									
	From: ARM C, HORSEMERE GREEN LANE										From: ARM C, HORSEMERE GREEN LANE										From: ARM C, HORSEMERE GREEN LANE									
	Left to: ARM B, YAPTON ROAD (SOUTH)										Right to: ARM A, YAPTON ROAD (NORTH)										'U' Turn: ARM C, HORSEMERE GREEN LANE									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL			
16:30-16:45	2	1	0	0	0	0	0	3	15	11	1	0	0	0	0	0	12	60	0	0	0	0	0	0	0	0	0			
16:45-17:00	2	0	0	0	0	0	0	2	17	8	2	0	0	0	0	0	10	62	0	0	0	0	0	0	0	0	0			
17:00-17:15	5	0	0	0	0	0	0	5	19	15	6	0	0	0	0	1	21	70	0	0	0	0	0	0	0	0	0			
17:15-17:30	5	0	0	0	0	0	0	5	14	13	4	0	0	0	0	1	17	60	0	0	0	0	0	0	0	0	0			
17:30-17:45	4	1	0	0	0	0	0	5	10	13	1	0	0	0	0	1	14	52	0	0	0	0	0	0	0	0	0			
17:45-18:00	3	1	0	0	0	0	0	4		17	1	0	0	0	0	1	18		0	0	0	0	0	0	0	0	0			
18:00-18:15	0	0	0	0	0	0	0	0		10	1	0	0	0	0	0	11		0	0	0	0	0	0	0	0	0			
18:15-18:30	1	0	0	0	0	0	0	1		9	0	0	0	0	0	0	9		0	0	0	0	0	0	0	0	0			
2 HR TOTAL	22	3	0	0	0	0	0	25		96	16	0	0	0	0	4	112		0	0	0	0	0	0	0	0	0			

File name:-Climping_Sites_1-4 App 8 DEBBY

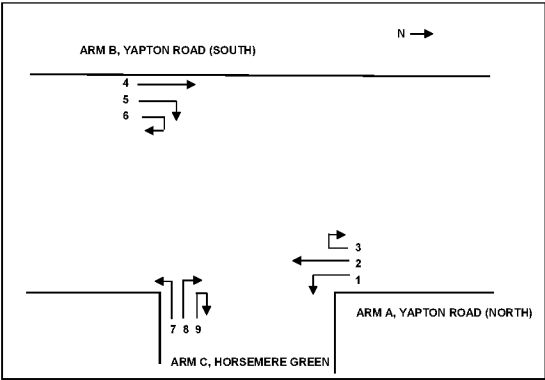
Climping Site 2

Undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

Video Turning Count Site 2

EVENING PEAK SUMMARY DAY/DATE: TUESDAY, 27th SEPTEMBER 2016
SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION

TIME	MOVEMENT: ALL IN TO JUNCTION					MOVEMENT: ALL OUT OF JUNCTION				
	A	B	C	TOT	HR	A	B	C	TOT	HR
16:30-16:45	95	65	15	175	715	76	82	17	175	715
16:45-17:00	78	57	12	147	778	63	68	16	147	778
17:00-17:15	132	44	26	202	862	63	126	13	202	862
17:15-17:30	114	55	22	191	850	69	116	6	191	850
17:30-17:45	134	85	19	238	811	91	120	27	238	811
17:45-18:00	132	77	22	231		91	123	17	231	
18:00-18:15	115	64	11	190		71	101	18	190	
18:15-18:30	73	69	10	152		74	67	11	152	
2 HR TOTAL	873	516	137	1526		598	803	125	1526	



Video Turning Count Site 3

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION										ARM A, B2233 YAPTON ROAD										DAY/DATE: TUESDAY, 27th SEPTEMBER 2016										
TIME	MOVEMENT 1, AC										MOVEMENT 2, AB										MOVEMENT 3, AA									
	From: ARM A, B2233 YAPTON ROAD										From: ARM A, B2233 YAPTON ROAD										From: ARM A, B2233 YAPTON ROAD									
	Left to: ARM C, B259 E, CROOKTHORN LANE										Right to: ARM B, B259 W, GREVATT'S LANE										'U' Turn: ARM A, B2233 YAPTON ROAD									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL		CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL		CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	
07:30-07:45	37	6	1	0	1	1	0	46	167	2	1	0	0	0	0	0	0	3	27	0	0	0	0	0	0	0	0	0	0	
07:45-08:00	34	8	4	0	0	0	0	46	184	6	1	0	1	0	0	0	0	8	30	0	0	0	0	0	0	0	0	0	1	
08:00-08:15	39	7	1	1	1	0	1	49	199	9	2	1	0	0	0	0	0	12	24	0	0	0	0	0	0	0	0	0	1	
08:15-08:30	35	8	2	0	1	0	0	46	211	4	0	0	0	0	0	0	0	4	13	0	0	0	0	0	0	0	0	0	1	
08:30-08:45	34	8	1	0	0	0	0	43	224	6	0	0	0	0	0	0	0	6	15	1	0	0	0	0	0	0	0	1	1	
08:45-09:00	37	10	1	2	1	0	1	51		2	0	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0	0	0	
09:00-09:15	60	9	2	0	0	0	0	71		1	0	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	
09:15-09:30	49	7	1	1	1	0	0	59		0	2	3	1	0	0	0	0	6		0	0	0	0	0	0	0	0	0	0	
2 HR TOTAL	325	63	13	4	5	1	2	411		30	6	4	2	0	0	0	0	42		1	0	0	0	0	0	0	0	1		

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION

ARM B, B259 W, GREVATT'S LANE

DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

TIME	MOVEMENT 4, BA										MOVEMENT 5, BC										MOVEMENT 6, BB									
	From: ARM B, B259 W, GREVATT'S LANE										From: ARM B, B259 W, GREVATT'S LANE										From: ARM B, B259 W, GREVATT'S LANE									
	Left to: ARM A, B2233 YAPTON ROAD										Straight: ARM C, B259 E, CROOKTHORN LANE										'U' Turn: ARM B, B259 W, GREVATT'S LANE									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL		CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL		CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	
07:30-07:45	11	1	0	1	0	0	0	13	70	154	31	2	3	2	3	3		195	717	0	0	0	0	0	0	0	0	0	0	
07:45-08:00	13	8	1	0	0	0	0	22	77	131	39	4	0	1	3	3		178	653	0	0	0	0	0	0	0	0	0	0	
08:00-08:15	12	5	0	3	0	1	0	21	82	135	35	2	3	1	2	0		178	674	0	0	0	0	0	0	0	0	0	0	
08:15-08:30	10	3	0	1	0	0	0	14	89	125	31	7	0	0	3	2		166	623	0	0	0	0	0	0	0	0	0	0	
08:30-08:45	15	5	0	0	0	0	0	20	99	109	16	3	1	1	1	0		131	663	0	0	0	0	0	0	0	0	0	0	
08:45-09:00	21	5	0	1	0	0	0	27		162	29	4	1	2	1	1		199		0	0	0	0	0	0	0	0	0	0	
09:00-09:15	23	4	1	0	0	0	0	28		96	24	4	1	0	2	0		127		0	0	0	0	0	0	0	0	0	0	
09:15-09:30	23	1	0	0	0	0	0	24		158	35	6	3	0	4	0		206		0	0	0	0	0	0	0	0	0	0	
2 HR TOTAL	128	32	2	6	0	1	0	169		1070	240	32	12	7	19	9		1380		0	0	0	0	0	0	0	0	0	0	

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION

ARM C, B259 E, CROOKTHORN LANE

TIME	MOVEMENT 7, CB										MOVEMENT 8, CA										MOVEMENT 9, CC									
	From: ARM C, B259 E, CROOKTHORN LANE										From: ARM C, B259 E, CROOKTHORN LANE										From: ARM C, B259 E, CROOKTHORN LANE									
	Straight: ARM B, B259 W, GREVATT'S LANE										Right to: ARM A, B2233 YAPTON ROAD										'U' Turn: ARM C, B259 E, CROOKTHORN LANE									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL		CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL		CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	
07:30-07:45	140	35	5	1	0	1	0	182	562	39	12	0	1	2	0	1		54	170	0	0	0	0	0	0	0	0	0	0	
07:45-08:00	114	33	2	3	0	3	2	155	507	29	16	1	1	2	3	0		52	146	0	0	0	0	0	0	0	0	0	0	
08:00-08:15	88	11	1	2	2	4	2	108	564	25	9	1	0	0	0	1		35	150	0	0	0	0	0	0	0	0	0	0	
08:15-08:30	83	25	3	3	0	3	0	117	663	22	5	1	0	0	1	0		29	169	0	0	0	0	0	0	0	0	0	0	
08:30-08:45	95	27	1	1	0	3	1	127	715	19	7	2	1	0	1	0		30	184	0	0	0	0	0	0	0	0	0	0	
08:45-09:00	166	38	3	4	0	1	0	212		43	8	3	1	1	0	0		56		0	0	0	0	0	0	0	0	0	0	
09:00-09:15	180	33	9	4	0	1	0	227		38	12	1	1	2	0	0		54		0	0	0	0	0	0	0	0	0	0	
09:15-09:30	107	34	5	3	0	0	0	149		36	6	2	0	0	0	1		44		0	0	0	0	0	0	0	0	0	0	
2 HR TOTAL	973	236	29	21	2	16	5	1277		251	75	11	5	7	5	3		354		0	0	0	0	0	0	0	0	0	0	

File name:-Climping_Sites_1-4 App 8 DEBBY

Climping Site 3

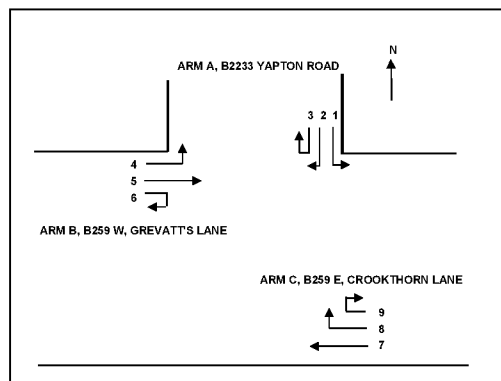
Undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

Video Turning Count Site 3

MORNING PEAK SUMMARY DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION

TIME	MOVEMENT: ALL IN TO JUNCTION					MOVEMENT: ALL OUT OF JUNCTION				
	A	B	C	TOT	HR	A	B	C	TOT	HR
07:30-07:45	49	208	236	493	1733	67	185	241	493	1733
07:45-08:00	54	200	207	461	1598	74	163	224	461	1598
08:00-08:15	61	199	143	403	1684	56	120	227	403	1684
08:15-08:30	50	180	146	376	1789	43	121	212	376	1789
08:30-08:45	50	151	157	358	1901	51	133	174	358	1901
08:45-09:00	53	226	268	547		83	214	250	547	
09:00-09:15	72	155	281	508		82	228	198	508	
09:15-09:30	65	230	193	488		68	155	265	488	
2 HR TOTAL	454	1549	1631	3634		524	1319	1791	3634	



File name:-Climping_Sites_1-4 App 8 DEBBY

Climping Site 3

Undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

Video Turning Count Site 3

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION

ARM A, B2233 YAPTON ROAD

DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

TIME	MOVEMENT 1, AC										MOVEMENT 2, AB										MOVEMENT 3, AA									
	From: ARM A, B2233 YAPTON ROAD										From: ARM A, B2233 YAPTON ROAD										From: ARM A, B2233 YAPTON ROAD									
	Left to: ARM C, B259 E, CROOKTHORN LANE										Right to: ARM B, B259 W, GREVATT'S LANE										U' Turn: ARM A, B2233 YAPTON ROAD									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL			
16:30-16:45	58	12	1	0	1	4	0	76	355	5	4	0	0	0	0	0	9	33	0	0	0	0	0	0	0	0	0			
16:45-17:00	57	10	2	0	0	0	1	69	367	1	0	0	0	0	0	0	1	34	0	0	0	0	0	0	0	0	0			
17:00-17:15	100	8	0	0	2	3	0	113	433	5	4	0	0	0	2	0	11	40	0	0	0	0	0	0	0	0	0			
17:15-17:30	84	11	0	0	1	1	1	97	422	11	0	0	1	0	0	0	12	34	0	0	0	0	0	0	0	0	0			
17:30-17:45	94	11	0	2	1	0	1	106	390	6	4	0	0	0	0	0	10	25	0	0	0	0	0	0	0	0	0			
17:45-18:00	103	11	0	1	0	0	0	115		4	3	0	0	0	0	0	7		0	0	0	0	0	0	0	0	0			
18:00-18:15	90	9	0	0	1	2	1	102		3	1	0	1	0	0	1	5		0	0	0	0	0	0	0	0	0			
18:15-18:30	57	7	0	0	1	0	0	65		1	2	0	0	0	0	0	3		0	0	0	0	0	0	0	0	0			
2 HR TOTAL	643	79	3	3	7	10	4	745		36	18	0	2	0	2	1	58		0	0	0	0	0	0	0	0	0			

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION

ARM B, B259 W, GREVATT'S LANE

DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

TIME	MOVEMENT 4, BA										MOVEMENT 5, BC										MOVEMENT 6, BB									
	From: ARM B, B259 W, GREVATT'S LANE										From: ARM B, B259 W, GREVATT'S LANE										From: ARM B, B259 W, GREVATT'S LANE									
	Left to: ARM A, B2233 YAPTON ROAD										Straight: ARM C, B259 E, CROOKTHORN LANE										U' Turn: ARM B, B259 W, GREVATT'S LANE									
	CAR	LGW	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGW	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGW	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL			
16:30-16:45	7	0	0	0	0	0	0	7	32	137	50	2	1	0	3	0	0	193	793	0	0	0	0	0	0	0	0	0		
16:45-17:00	9	1	0	0	0	0	0	10	36	182	29	3	0	0	2	0	0	216	784	0	0	0	0	0	0	0	0	0		
17:00-17:15	4	2	0	0	0	0	0	6	36	149	29	5	3	0	0	0	0	166	742	0	0	0	0	0	0	0	0	0		
17:15-17:30	6	3	0	0	0	0	0	9	38	165	24	3	0	1	5	2	0	198	711	0	0	0	0	0	0	0	0	0		
17:30-17:45	11	0	0	0	0	0	0	11	36	166	16	2	0	0	0	2	0	184	644	0	0	0	0	0	0	0	0	0		
17:45-18:00	8	2	0	0	0	0	0	10		152	20	1	1	0	0	3	0	174		0	0	0	0	0	0	0	0	0		
18:00-18:15	7	1	0	0	0	0	0	8		126	20	6	1	0	2	1	0	155		0	0	0	0	0	0	0	0	0		
18:15-18:30	7	0	0	0	0	0	0	7		117	14	0	0	0	0	0	0	131		0	0	0	0	0	0	0	0	0		
2 HR TOTAL	59	9	0	0	0	0	0	68		1194	202	22	6	1	12	8	1437			0	0	0	0	0	0	0	0	0		

File name:-Climping_Sites_1-4 App 8 DEBBY

Climping Site 3

Undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

Video Turning Count Site 3

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION										ARM C, B259 E, CROOKTHORN LANE										DAY/DATE: TUESDAY, 27th SEPTEMBER 2016										
TIME	MOVEMENT 7, CB										MOVEMENT 8, CA										MOVEMENT 9, CC									
	From: ARM C, B259 E, CROOKTHORN LANE										From: ARM C, B259 E, CROOKTHORN LANE										From: ARM C, B259 E, CROOKTHORN LANE									
	Straight: ARM B, B259 W, GREVATT'S LANE										Right to: ARM A, B2233 YAPTON ROAD										'U' Turn: ARM C, B259 E, CROOKTHORN LANE									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL		CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL		CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	
16:30-16:45	210	53	0	1	0	5	3	269	1146	48	10	1	0	1	0	0	0	60	197	0	0	0	0	0	0	0	0	0	2	
16:45-17:00	212	47	2	0	0	1	1	262	1158	38	7	0	1	1	0	0	0	47	210	0	0	0	0	0	0	0	0	0	2	
17:00-17:15	262	57	3	2	0	3	2	327	1140	37	5	1	0	0	0	0	0	43	236	1	0	0	0	0	0	0	0	1	2	
17:15-17:30	246	33	1	1	0	7	1	288	1019	43	3	0	0	1	0	0	0	47	246	1	0	0	0	0	0	0	0	1	1	
17:30-17:45	243	31	1	1	0	5	2	281	943	62	9	1	0	0	1	0	0	73	266	0	0	0	0	0	0	0	0	0	0	
17:45-18:00	222	19	0	2	0	1	0	244		61	11	0	0	1	0	0	0	73		0	0	0	0	0	0	0	0	0		
18:00-18:15	180	22	0	1	1	2	1	206		49	3	0	0	1	0	0	0	53		0	0	0	0	0	0	0	0	0		
18:15-18:30	187	19	2	0	0	4	1	212		56	8	0	0	1	2	0	0	67		0	0	0	0	0	0	0	0	0		
2 HR TOTAL	1762	281	9	8	1	28	11	2089		394	56	3	1	6	3	0	0	463		2	0	0	0	0	0	0	0	2		

File name:-Climping_Sites_1-4 App 8 DEBBY

Climping Site 3

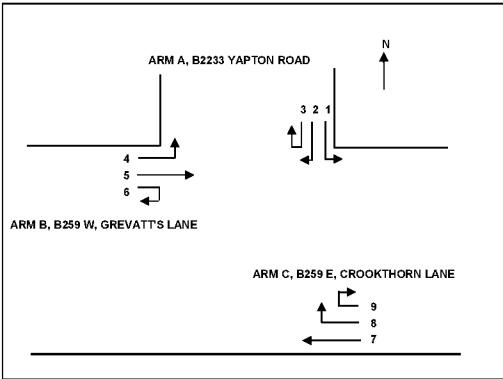
Undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

Video Turning Count Site 3

EVENING PEAK SUMMARY DAY/DATE: TUESDAY, 27th SEPTEMBER 20

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION

TIME	MOVEMENT: ALL IN TO JUNCTION					MOVEMENT: ALL OUT OF JUNCTION				
	A	B	C	TOT	HR	A	B	C	TOT	HR
16:30-16:45	85	200	329	614	2558	67	278	289	614	2558
16:45-17:00	70	226	309	605	2611	57	263	285	605	2611
17:00-17:15	124	192	371	687	2629	49	338	300	687	2629
17:15-17:30	109	207	336	652	2471	56	300	296	652	2471
17:30-17:45	118	195	354	667	2304	84	291	292	667	2304
17:45-18:00	122	184	317	623		83	251	289	623	
18:00-18:15	107	163	259	529		61	211	257	529	
18:15-18:30	68	138	279	485		74	215	196	485	
2 HR TOTAL	803	1505	2554	4862		531	2147	2164	4862	



Video Turning Count Site 4
A259 / CHURCH LANE ROUNDABOUT

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

ROAD: ARM A, CHURCH LANE

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 1, AD										MOVEMENT 2, AC										MOVEMENT 3, AB										MOVEMENT 4, AA U' TURN									
	From: ARM A, CHURCH LANE Left to: ARM D, A259 (EAST)										From: ARM A, CHURCH LANE Straight to: ARM C, CROOKTHORN LANE										From: ARM A, CHURCH LANE Right to: ARM B, A259 (WEST)										From: ARM A, CHURCH LANE U' turn: ARM A, CHURCH LANE									
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
07:30-07:45	36	15	1	3	0	2	1	57	279	2	2	0	0	0	0	0	4	8	6	0	1	1	0	0	0	14	81	0	0	0	0	0	0	0	0	0				
07:45-08:00	55	14	1	1	0	1	0	72	311	1	0	0	0	0	0	1	13	20	3	1	1	1	0	0	26	86	0	0	0	0	0	0	0	0	0					
08:00-08:15	56	17	1	2	1	0	0	79	310	2	0	0	0	0	0	1	2	15	13	4	2	0	1	0	0	20	83	0	0	0	0	0	0	0	0	0				
08:15-08:30	57	8	1	5	0	0	0	71	294	1	0	0	0	0	0	0	1	14	9	7	2	3	0	0	0	21	88	0	0	0	0	0	0	0	0	0				
08:30-08:45	72	9	7	0	1	0	0	89	273	0	0	0	0	0	0	0	0	14	15	3	1	0	0	0	0	19	81	0	0	0	0	0	0	0	0	0				
08:45-09:00	56	10	2	0	1	0	1	71	3	0	0	0	0	0	0	0	3	13	6	1	3	0	0	0	23	0	0	0	0	0	0	0	0	0	0					
09:00-09:15	51	11	0	0	0	1	0	63	0	1	0	0	0	0	0	0	1	17	7	0	1	0	0	0	25	0	0	0	0	0	0	0	0	0	0					
09:15-09:30	35	11	2	2	0	0	1	50	1	0	0	0	0	0	0	0	1	9	2	1	2	0	0	0	14	0	0	0	0	0	0	0	0	0	0					
2 HR TOTAL	422	95	15	13	3	4	3	552		19	3	0	0	0	0	2	22		162	38	9	11	2	0	0	162		0	0	0	0	0	0	0	0	0				

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

ARM B, A259 (WEST)

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 5, BA										MOVEMENT 6, BD										MOVEMENT 7, BC										MOVEMENT 8, BB									
	From: ARM B, A259 (WEST) Left to: ARM A, CHURCH LANE										From: ARM B, A259 (WEST) Straight to: ARM D, A259 (EAST)										From: ARM B, A259 (WEST) Right to: ARM C, CROOKTHORN LANE										From: ARM B, A259 (WEST) U' turn: ARM B, A259 (WEST)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
07:30-07:45	14	4	0	1	0	0	1	19	72	163	42	1	1	2	4	1	213	782	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0				
07:45-08:00	14	3	4	0	0	1	0	22	89	161	39	5	1	2	1	3	209	744	1	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0				
08:00-08:15	10	4	0	1	0	0	0	15	72	136	37	4	5	2	2	1	184	716	4	0	0	0	0	0	4	15	0	0	0	0	0	0	0	0	0	0				
08:15-08:30	11	4	0	0	0	0	0	16	71	133	34	5	0	1	3	1	176	720	1	0	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0				
08:30-08:45	12	3	1	0	0	0	0	16	77	143	23	7	0	0	2	1	175	791	1	1	0	0	0	0	0	2	14	0	0	0	0	0	0	0	0	0				
08:45-09:00	19	2	1	2	1	0	0	25		145	26	3	2	3	0	1	181		0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0				
09:00-09:15	10	1	2	1	0	0	0	14		150	33	3	0	0	2	1	186		2	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0				
09:15-09:30	17	2	2	1	0	0	0	22		106	45	5	3	1	4	0	247		2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0				
2 HR TOTAL	107	23	11	6	1	1	1	149		1217	284	33	10	11	18	9	1673		19	1	0	0	0	0	2	20		0	0	0	0	0	0	0	0	0				

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

ROAD: ARM C, CROOKTHORN LANE

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 9, CB																MOVEMENT 10, CA																MOVEMENT 11, CD																MOVEMENT 12, CC															
	From: ARM C, CROOKTHORN LANE Left to: ARM B, A259 (WEST)																From: ARM C, CROOKTHORN LANE Straight to: ARM A, CHURCH LANE																From: ARM C, CROOKTHORN LANE Right to: ARM D, A259 (EAST)																From: ARM C, CROOKTHORN LANE U/Turn: ARM C, CROOKTHORN LANE															
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR																												
07:30-07:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	6	2	0	0	0	0	0	0	2	11	0	0	0	0	0	0	0	0																												
07:45-08:00	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	12	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0																													
08:00-08:15	2	0	0	0	0	0	0	2	10	3	0	0	0	0	0	0	3	20	5	0	0	0	0	0	0	5	17	0	0	0	0	0	0	0	1																													
08:15-08:30	2	0	0	0	0	0	0	2	16	1	0	0	0	0	0	0	4	23	4	0	0	0	0	0	4	37	0	0	0	0	0	0	0	0	1																													
08:30-08:45	0	0	0	0	0	0	0	0	16	5	1	0	0	0	0	0	6	26	2	2	0	0	0	0	0	4	34	1	0	0	0	0	0	0	1	1																												
08:45-09:00	4	2	0	0	0	0	0	6		9	1	0	0	0	0	0	10		3	1	0	0	0	0	0	4		0	0	0	0	0	0	0	0																													
09:00-09:15	6	0	0	0	0	0	0	6		6	0	0	0	0	0	0	8		25	0	0	0	0	0	0	28		0	0	0	0	0	0	0	0																													
09:15-09:30	2	0	0	0	0	0	0	2		3	0	1	0	0	0	2	4		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	1																												
2 HR TOTAL	16	2	0	0	0	0	0	20		29	2	1	0	0	0	3	52		42	5	0	0	0	0	4	45		1	0	0	0	0	0	0	1																													

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

ROAD: ARM D, A259 (EAST)

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 13, DC								MOVEMENT 14, DB								MOVEMENT 15, DA								MOVEMENT 16, DD											
	From: ARM D, A259 (EAST) Left to: ARM C, CROOKTHORN LANE								From: ARM D, A259 (EAST) Straight to: ARM B, A259 (WEST)								From: ARM D, A259 (EAST) Right to: ARM A, CHURCH LANE								From: ARM D, A259 (EAST) U' turn: ARM D, A259 (EAST)											
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	4	0	0	0	0	0	0	4	4	165	41	3	1	2	1	1	213	617	104	32	1	2	0	0	138	369	1	0	0	0	0	0	0	0	1	4
07:45-08:00	0	0	0	0	0	0	0	0	0	120	47	2	3	2	6	2	189	647	109	21	2	1	1	2	136	397	1	0	0	0	0	0	0	0	1	7
08:00-08:15	0	0	0	0	0	0	0	0	2	88	14	1	2	0	5	2	110	592	43	15	1	0	0	0	88	293	0	0	0	0	0	0	0	0	10	
08:15-08:30	0	0	0	0	0	0	0	0	2	87	24	1	0	0	2	0	114	732	39	14	1	1	0	0	55	350	2	0	0	0	0	0	0	0	2	11
08:30-08:45	0	0	0	0	0	0	0	0	2	101	34	1	2	1	4	1	143	791	45	7	1	1	0	0	57	364	2	1	1	0	0	0	0	0	4	11
08:45-09:00	1	1	0	0	0	0	0	2	1	181	35	6	2	0	1	0	225	102	16	2	2	0	0	0	0	122	2	1	1	0	0	0	0	0	4	
09:00-09:15	0	0	0	0	0	0	0	0	0	106	35	9	4	2	1	0	250	177	22	2	4	0	0	1	0	116	1	0	0	0	0	0	0	0	1	
09:15-09:30	0	0	0	0	0	0	0	0	0	133	36	3	0	0	2	0	173	47	17	2	2	2	0	0	48	2	2	0	0	0	0	0	0	0	1	
2 HR TOTAL	5	1	0	0	0	0	0	0	0	1071	267	27	18	7	29	6	1408	579	144	13	13	1	3	1	763	11	2	2	0	0	0	0	0	0	15	

Video Turning Count Site 4
A259 / CHURCH LANE ROUNDABOUT

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

2 HOUR AM SUMMARY

TIME	MOVEMENT:						MOVEMENT:					
	ALL IN TO JUNCTION						ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
07:30-07:45	75	232	2	357	666	2263	158	227	8	273	666	2263
07:45-08:00	99	232	2	317	650	2122	160	206	2	262	650	2122
08:00-08:15	101	203	10	169	483	2156	77	132	6	265	483	2156
08:15-08:30	93	193	7	171	464	2372	72	137	2	253	464	2372
08:30-08:45	117	193	11	204	525	2486	79	162	12	272	525	2486
08:45-09:00	97	214	20	353	684		157	254	13	260	684	
09:00-09:15	89	204	39	367	699		136	253	3	277	699	
09:15-09:30	65	271	7	244	587		95	189	3	300	587	
2 HR TOTAL	736	1742	98	2182	4758		934	1590	49	2185	4758	

ARM A, CHURCH LANE

ARM B, A259 (WEST)

ARM C, CROOKTHORN LANE

ARM D, A259 (EAST)

To Site 3

To Site 5

9 10 11 12

1 2 3 4

5 6 7 8

13 14 15 16

N

Video Turning Count Site 4
A259 / CHURCH LANE ROUNDABOUT

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

ROAD: ARM A, CHURCH LANE

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 1, AD										MOVEMENT 2, AC										MOVEMENT 3, AB										MOVEMENT 4, AA U' TURN									
	From: ARM A, CHURCH LANE										From: ARM A, CHURCH LANE										From: ARM A, CHURCH LANE										From: ARM A, CHURCH LANE									
	Left to: ARM D, A259 (EAST)										Straight to: ARM C, CROOKTHORN LANE										Right to: ARM B, A259 (WEST)										U' turn ARM B, A259 (WEST)									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
16:30-16:45		31	17	2	0	0	0	4	100	355	0	0	0	0	0	0	0	0	3	40	12	0	1	0	0	1	53	235	1	0	0	0	0	0	0	1	1			
16:45-17:00		72	13	3	0	0	2	2	90	315	1	0	0	0	0	1	1	3	36	13	2	0	0	0	1	0	52	228	0	0	0	0	0	0	0	0	0			
17:00-17:15		84	13	1	0	0	2	1	100	284	0	1	0	0	0	0	1	1	2	65	13	1	0	0	0	1	0	80	215	0	0	0	0	0	0	0	0	0		
17:15-17:30		53	11	0	0	0	1	2	65	245	1	0	0	0	0	0	1	1	1	39	9	0	1	0	0	1	58	172	0	0	0	0	0	0	0	0	0			
17:30-17:45		50	9	0	0	1	0	5	80	284	0	0	0	0	0	0	0	0	0	42	3	0	0	0	0	1	1	48	155	0	0	0	0	0	0	0	0	0		
17:45-18:00		45	11	0	0	0	0	2	59		0	0	0	0	0	0	0	0	0	36	1	0	1	0	1	0	59		0	0	0	0	0	0	0	0	0	0		
18:00-18:15		50	10	0	0	0	1	2	61		0	0	0	0	0	0	0	0	0	31	6	0	0	0	0	0	0	37		0	0	0	0	0	0	0	0	0		
18:15-18:30		92	11	1	0	0	0	2	104		0	0	0	0	0	0	0	0	0	26	6	0	0	0	0	1	0	33		0	0	0	0	0	0	0	0	0		
2 HR TOTAL		530	95	7	1	0	6	20	638		2	1	0	0	0	3	3			315	83	3	3	0	6	3	380		1	0	0	0	0	0	0	1	1			

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

ARM B, A259 (WEST)

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 5, BA										MOVEMENT 6, BD										MOVEMENT 7, BC										MOVEMENT 8, BB									
	From: ARM B, A259 (WEST)										From: ARM B, A259 (WEST)										From: ARM B, A259 (WEST)										From: ARM B, A259 (WEST)									
	Left to: ARM A, CHURCH LANE										Straight to: ARM D, A259 (EAST)										Right to: ARM C, CROOKTHORN LANE										U' turn ARM B, A259 (WEST)									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
16:30-16:45		12	7	0	1	0	0	0	20	74	166	60	4	0	1	5	1		238	1001	1	0	0	0	0	0	0	1	4		0	0	0	0	0	0	0	2		
16:45-17:00		16	3	2	0	0	0	0	21	77	212	32	3	0	0	3	1		250	1018	1	1	0	0	0	0	0	2	3		1	0	0	0	0	0	0	1	3	
17:00-17:15		13	1	1	1	0	0	0	18	80	202	39	2	2	2	3	0		250	1007	0	1	0	0	0	0	0	1	1		1	0	0	0	0	0	0	1	2	
17:15-17:30		11	5	0	0	1	0	0	17	86	225	31	4	0	1	4	3		265	997	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	2	
17:30-17:45		22	0	0	0	0	1	0	23	78	223	25	3	2	0	0	1		253	910	0	0	0	0	0	0	0	1	0		1	0	0	0	0	0	0	1	4	
17:45-18:00		22	1	0	0	0	1	0	24		209	25	1	2	1	1	0		239		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		
18:00-18:15		16	3	3	0	0	0	0	22		201	31	2	1	1	4	1		240		0	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1	2	
18:15-18:30		9	0	0	0	0	0	0	9		163	21	1	0	1	0	0		180		0	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	0	2	
2 HR TOTAL		121	20	6	2	1	2	0	152		1801	264	20	7	7	20	7		1919		2	2	0	0	0	0	0	2	4		6	0	0	0	0	0	0	6		

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

ROAD: ARM C, CROOKTHORN LANE

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 9, CB										MOVEMENT 10, CA										MOVEMENT 11, CD										MOVEMENT 12, CC									
	From: ARM C, CROOKTHORN LANE Left to: ARM A, A259 (WEST)										From: ARM C, CROOKTHORN LANE Straight to: ARM A, CHURCH LANE										From: ARM C, CROOKTHORN LANE Right to: ARM D, A259 (EAST)										From: ARM C, CROOKTHORN LANE U' turn ARM C, CROOKTHORN LANE									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
16:30-16:45		3	2	0	0	0	0	0	5	16	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	2	10		0	0	0	0	0	0	0	0		
16:45-17:00		1	0	0	0	0	0	0	1	11	1	0	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	4	13		0	0	0	0	0	0	0	0		
17:00-17:15		4	4	0	0	0	1	1	9	10	0	1	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	1	9		0	0	0	0	0	0	0	0		
17:15-17:30		1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	3	6		0	0	0	0	0	0	0	0		
17:30-17:45		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	5	7		0	0	0	0	0	0	0	0		
17:45-18:00		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		
18:00-18:15		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		
18:15-18:30		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		1	1	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0	0		
2 HR TOTAL		19	6	0	0	0	1	1	17		2	2	0	0	0	0	4			12	4	1	0	0	0	0	0	17		0	0	0	0	0	0	0	0	0		

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

ROAD: ARM D, A259 (EAST)

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 13, DC										MOVEMENT 14, DB										MOVEMENT 15, DA										MOVEMENT 16, DD									
	From: ARM D, A259 (EAST)										From: ARM D, A259 (EAST)										From: ARM D, A259 (EAST)										From: ARM D, A259 (EAST)									
	Left to: ARM C, CROOKTHORN LANE										Straight to: ARM A, CHURCH LANE										Right to: ARM A, CHURCH LANE										U' turn: ARM D, A259 (EAST)									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
16:30-16:45		1	0	0	0	0	0	0	1	8	217	52	1	1	1	5	2	277	1056	49		0	0	0	0	0	0	48	200											
16:45-17:00		1	1	0	0	0	0	0	2	8	106	35	0	0	1	1	0	1	236	1057	44	7	1	0	0	0	0	52	203	1	1	0	0	0	0	2	15			
17:00-17:15	2	0	0	0	0	0	0	0	2	9	226	42	3	2	0	1	1	276	1041	35	3	0	0	0	0	0	41	209	3	2	0	0	0	0	6	16				
17:15-17:30		0	0	0	0	0	0	0	0	8	227	32	1	0	0	0	0	267	1013	50	10	0	0	0	0	0	59	210	2	2	0	0	0	0	3	15				
17:30-17:45	0	1	0	0	0	0	0	0	1	7	236	31	3	1	1	6	2	276	992	39	10	0	0	1	1	0	51	177	4	1	0	0	0	0	5	12				
17:45-18:00	3	0	0	0	0	0	0	0	3		234	25	0	1	0	0	0	260		53	5	0	0	0	0	0	56								3					
18:00-18:15	1	0	0	0	0	0	0	0	1		155	15	0	1	2	2	1	206		42	4	1	0	0	0	0	47								1					
18:15-18:30	2	0	0	0	0	0	0	0	2		216	15	0	1	2	1	1	240		16	15	0	0	0	0	0	21								2					
2 HR TOTAL	13	2	0	0	0	0	0	0	15		1739	260	10	7	7	25	8	2048		384	45	5	1	1	1	1	477		19	5	0	0	0	0	24					

Video Turning Count Site 4
A259 / CHURCH LANE ROUNDABOUT

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

DAY/DATE: TUESDAY 27th SEPTEMBER 2016

2 HOUR PM SUMMARY

TIME	MOVEMENT:						MOVEMENT:					
	ALL IN TO JUNCTION						ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
16:30-16:45	154	257	7	77	495	1928	69	335	2	340	746	2960
16:45-17:00	143	274	6	47	470	2154	74	299	5	340	715	2957
17:00-17:15	191	268	11	55	515	2349	58	366	4	356	764	2927
17:15-17:30	116	282	5	43	446	2473	77	318	4	336	735	2762
17:30-17:45	106	277	5	335	723	2838	74	325	1	323	723	2838
17:45-18:00	98	263	0	324	685		82	299	3	301	685	
18:00-18:15	98	263	1	257	619		70	246	1	302	619	
18:15-18:30	137	197	3	272	609		30	282	2	295	609	
2 HR TOTAL	1033	2081	28	1410	4582		534	2461	22	2590	5818	

ARM A, CHURCH LANE

ARM B, A259 (WEST)

ARM C, CROOKTHORN LANE

ARM D, A259 (EAST)

To Site 3

To Site 5

9 10 11 12

16 15 14 13

4 3 2 1

5 6 7 8

N

APPENDIX 9

Calculation Reference: AUDIT-200601-151120-1142

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 237 (units:)
 Range Selected by User: 6 to 300 (units:)

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	6 days
Tuesday	13 days
Wednesday	6 days
Thursday	8 days
Friday	6 days

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

Selected survey types:

Manual count	39 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)	20
Edge of Town	19

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

Selected Location Sub Categories:

Residential Zone	33
No Sub Category	6

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

Filtering Stage 3 selection:Use Class:

C3	38 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	11 days
10,001 to 15,000	5 days
15,001 to 20,000	9 days
20,001 to 25,000	5 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	10 days
100,001 to 125,000	7 days
125,001 to 250,000	7 days
250,001 to 500,000	6 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	12 days
1.1 to 1.5	27 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	2 days
No	37 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRI D G E S H I R E
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CB-03-A-03	SEMI DETACHED		CUMBRI A
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	20/11/08		Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED		CUMBRI A
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
4	CH-03-A-02	HOUSES/ FLATS		CHESHI R E
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	174		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
5	CH-03-A-05	DETACHED		CHESHI R E
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
6	CH-03-A-06	SEMI -DET./ BUNGALOWS		CHESHI R E
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
7	CH-03-A-08	DETACHED		CHESHI R E
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CW-03-A-02	SEMI D./ DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: <i>TUESDAY</i>	18/09/07		Survey Type: <i>MANUAL</i>
9	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: <i>WEDNESDAY</i>	16/07/08		Survey Type: <i>MANUAL</i>
10	ES-03-A-02	PRI VATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: <i>FRIDAY</i>	18/11/11		Survey Type: <i>MANUAL</i>
11	EX-03-A-01	SEMI -DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	237		
	Survey date: <i>TUESDAY</i>	13/05/08		Survey Type: <i>MANUAL</i>
12	GM-03-A-10	DETACHED/ SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: <i>WEDNESDAY</i>	12/10/11		Survey Type: <i>MANUAL</i>
13	LN-03-A-01	MIXED HOUSES		LINCOLNSHIRE
	BRANT ROAD			
	BRACEBRIDGE			
	LINCOLN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	150		
	Survey date: <i>TUESDAY</i>	15/05/07		Survey Type: <i>MANUAL</i>
14	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	186		
	Survey date: <i>MONDAY</i>	14/05/07		Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: <i>TUESDAY</i>	18/09/12	Survey Type: <i>MANUAL</i>
16	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: <i>FRIDAY</i>	21/06/13	Survey Type: <i>MANUAL</i>
17	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: <i>TUESDAY</i>	16/10/12	Survey Type: <i>MANUAL</i>
18	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: <i>MONDAY</i>	22/10/12	Survey Type: <i>MANUAL</i>
19	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: <i>FRIDAY</i>	14/10/11	Survey Type: <i>MANUAL</i>
20	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: <i>TUESDAY</i>	18/10/11	Survey Type: <i>MANUAL</i>
21	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	21	
	Survey date: <i>MONDAY</i>	16/09/13	Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

22	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings: 52		
	Survey date: MONDAY 16/09/13		Survey Type: MANUAL
23	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings: 71		
	Survey date: TUESDAY 17/09/13		Survey Type: MANUAL
24	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings: 23		
	Survey date: WEDNESDAY 18/09/13		Survey Type: MANUAL
25	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings: 71		
	Survey date: THURSDAY 23/01/14		Survey Type: MANUAL
26	SF-03-A-01	SEMI DETACHED	SUFFOLK
	A1156 FELIXSTOWE ROAD		
	RACECOURSE		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings: 77		
	Survey date: WEDNESDAY 23/05/07		Survey Type: MANUAL
27	SF-03-A-02	SEMI DET./ TERRACED	SUFFOLK
	STOKE PARK DRIVE		
	MAIDENHALL		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings: 230		
	Survey date: THURSDAY 24/05/07		Survey Type: MANUAL
28	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings: 7		
	Survey date: TUESDAY 23/10/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	SH-03-A-03	DETACHED		SHROPSHI RE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
30	SH-03-A-04	TERRACED		SHROPSHI RE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL
31	SH-03-A-05	SEMI -DETACHED/ TERRACED		SHROPSHI RE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
32	SH-03-A-06	BUNGALOWS		SHROPSHI RE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL
33	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHI RE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL
34	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHI RE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
35	TW-03-A-02	SEMI -DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: MONDAY	07/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	WK-03-A-01	TERRACED/ SEMI / DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: FRIDAY	21/10/11		Survey Type: MANUAL
37	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL
38	WM-03-A-03	MIXED HOUSING		WEST MIDLANDS
	BASELEY WAY			
	ROWLEYS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	84		
	Survey date: MONDAY	24/09/07		Survey Type: MANUAL
39	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	151		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL

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

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

VEHICLES**Calculation factor: 1 DWELLS**

Estimated TRIP rate value per 142 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate	No Days	Ave DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	67	0.084	11.983	39	67	0.289	41.069	39	67	0.373	53.052
08:00 - 09:00	39	67	0.166	23.639	39	67	0.408	57.955	39	67	0.574	81.594
09:00 - 10:00	39	67	0.157	22.223	39	67	0.201	28.542	39	67	0.358	50.765
10:00 - 11:00	39	67	0.145	20.644	39	67	0.179	25.382	39	67	0.324	46.026
11:00 - 12:00	39	67	0.181	25.655	39	67	0.170	24.184	39	67	0.351	49.839
12:00 - 13:00	39	67	0.189	26.799	39	67	0.170	24.075	39	67	0.359	50.874
13:00 - 14:00	39	67	0.175	24.783	39	67	0.160	22.713	39	67	0.335	47.496
14:00 - 15:00	39	67	0.176	25.001	39	67	0.189	26.908	39	67	0.365	51.909
15:00 - 16:00	39	67	0.285	40.525	39	67	0.206	29.250	39	67	0.491	69.775
16:00 - 17:00	39	67	0.300	42.595	39	67	0.182	25.818	39	67	0.482	68.413
17:00 - 18:00	39	67	0.369	52.399	39	67	0.209	29.740	39	67	0.578	82.139
18:00 - 19:00	39	67	0.252	35.731	39	67	0.187	26.526	39	67	0.439	62.257
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.479	351.977			2.550	362.162			5.029	714.139

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

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

Parameter summary

Trip rate parameter range selected: 6 - 237 (units:)
 Survey date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 39
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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.