

**TRANSPORT ASSESSMENT
FOR
PROPOSED CARE HOME, LAND TO THE REAR OF BAIRD'S FARM SHOP
CROOKTHORN LANE, CLIMPING, LITTLEHAMPTON, WEST SUSSEX
ON BEHALF OF
BRACKLEY INVESTMENTS LTD**

MAY 2018

[ISSUE 4]

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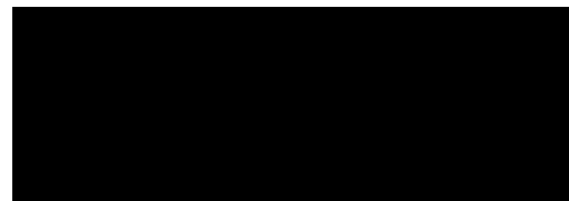
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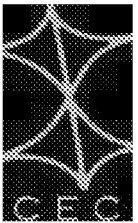
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COLE EASDON CONSULTANTS (CEC)

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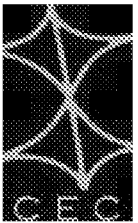
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1.0 INTRODUCTION

Brief

- 1.1 Cole Easdon Consultants Limited (CEC) has been instructed by Brackley Investments Limited to prepare a *Transport Assessment (TA)* in support of a planning application for the proposed construction of a 64-bed care home on land to the rear of Baird's Farm Shop at Crookthorn Lane, Climping, Littlehampton, West Sussex. The location of the site is shown on CEC Plan 5522/201 [*Site Location Plan*] within Appendix 1.
- 1.2 The *TA* has been prepared to fully consider the highway and transportation implications associated with the proposed development, and has been prepared in accordance with guidance set out within the *National Planning Practice Guidance (NPPG)*.

Report Structure

- 1.3 This report is structured as follows:
- Section 2.0 describes the existing highway and transport conditions in the vicinity of the site
 - Section 3.0 provides a summary of relevant national and local transport and planning policy;
 - Section 4.0 provides a thorough assessment of the existing accessibility of the site by sustainable modes of transport;
 - Section 5.0 describes the development proposals;
 - Section 6.0 identifies the predicted trip generation associated with the proposed development;
 - Section 7.0 sets out the methodology employed with regard to the assignment of vehicular trips onto the highway network;
 - Section 8.0 presents the results of the various junction capacity assessments;
 - Section 9.0 provides an analysis of personal injury accident data for the local highway network; and
 - Section 10.0 summarises and concludes the report.

2.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK

Location

- 2.1 The application site is located to the south and east of Baird's Farm Shop at Crookthorn Lane, Climping, West Sussex.

Existing Highway Conditions

Crookthorn Lane

- 2.2 Crookthorn Lane is situated immediately to the north of the site and forms part of the A259 between Bognor Regis to the west and Littlehampton to the east. In the vicinity of the site it is a single carriageway road with a typical lane width of approximately 3 metres. Crookthorn Lane is subject to a 40mph speed limit and benefits from pedestrian footway along the northern carriageway, opposite the site. The existing access from the farm shop on to Crookthorn Lane is a priority T-junction benefitting from a ghost island right turn lane. The right turn lane is approximately 50 metres in length allowing for a considerable number of right turning vehicles to queue without impacting on the through flow of traffic. Views of Crookthorn Lane are shown within Photographs 2.1 to 2.2.



Photograph 2.1: Crookthorn Lane looking east



Photograph 2.2: Crookthorn Lane looking west

Existing Traffic Flows

- 2.3 Existing traffic flows along the local highway network have been determined from manual classified turning count surveys carried out at the Crookthorn Lane / Site Access junction during January 2017. The surveys were carried out between the hours of 0700-0900 and 1600-1800 on a Friday so as to cover the traditional morning and evening peak periods and 1100-1500 on a Saturday to cover the peak trading period of the farm shop. The results for the surveyed peak hour within these time periods are summarised within Table 2.1 below.

Table 2.1: Existing Traffic Flows

	AM Peak (0800-0900)		PM Peak (1700-1800)		Saturday Peak (1100-1200)	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Site Access	0	4	4	3	37	41
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
Crookthorn Lane	890	978	1,017	1,325	1,039	1,021



3.0 NATIONAL AND LOCAL POLICY

3.1 This Section provides a summary of relevant local and national transport policy.

National Planning Policy Framework

3.2 The *National Planning Policy Framework (NPPF)* states that ‘all developments that generate significant amounts of movement should be supported by a *Transport Statement* or *Transport Assessment*. Plans and decisions should take account of whether:

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

National Planning Practice Guidance

3.3 *National Planning Practice Guidance (NPPG)* was published in March 2014 and includes guidance on the need for and scope of *Transport Assessments* and *Travel Plans*.

3.4 The *NPPG* requires the need for a *Travel Plan*, *Transport Statement* or *Transport Assessment* where a development will generate a significant amount of movements. The *NPPG* adds that Local Planning Authorities must make a judgement as to whether a development proposal would generate a significant number of movements based on local context.

Arun Local Plan 2003

3.5 The *Arun Local Plan* was published in 2003. There are a number of saved policies which are still relevant until the adoption of the forthcoming *Local Plan*.

3.6 Policy GEN12 *Parking in New Development* states that ‘The Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan. Provision of parking in excess of these standards will not be allowed.

The Local Planning Authority may seek a lower provision than required by the standards for developments proposed in town centres and other areas accessible by other means of transport. In considering the extent of reduced on-site parking provision, the Council will have regard to environmental and highway safety issues, together with the following factors:-

- (i) the availability, type and proximity of public parking;*
- (ii) the availability of alternative means of transport;*
- (iii) potential highway safety problems;*
- (iv) potential environmental harm arising from parking demand being met elsewhere;*
- (v) the extent and nature of parking restrictions in force on highways in the vicinity;*
- (vi) the scale of development proposed; and*
- (vii) the suitability of "specific use" and "personal" conditions attached to planning permissions'.*

- 3.7 Policy GEN15 states that 'where appropriate, new development will be required to provide safe and attractive facilities for cyclists and pedestrians, both within the site and in the form of links to the surrounding area'.



4.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

- 4.1 Policies at both the national and local level stress the need for new development to be provided in locations with good accessibility by non-car modes of transport. This accessibility is a central feature influencing the overall sustainability of a site, and its potential impacts on the surrounding transport networks. As stressed by the *NPPF*, development that is sustainable should go ahead '*without delay*'. This Section sets out the application site's accessibility by walking, cycling, and public transport, and demonstrates how it is situated in a sustainable location.

Walking and Cycling

- 4.2 The area around the development site is generally conducive to walking and cycling, with footways provided adjacent the northern carriageway of Crookthorn Lane. A pedestrian island provides access to the northern footway from the existing pedestrian access to the farm shop.
- 4.3 In terms of cycling, national cycle route 2 passes within 600 metres of the site and provides high quality access to Littlehampton and Bognor Regis. National cycle route 2 is shown on CEC Plan 5522/201 [*Site Location Plan*] in Appendix 1.
- 4.4 Although now superseded by the *NPPF*, *PPG13: Transport* outlines that walking is the most important mode of travel at the local level and '*offers the greatest potential to replace short car trips, particularly under 2 kilometres*'. The guidance document also outlines that cycling can replace car trips up to 5 kilometres. This therefore suggests that staff residing within areas such as Littlehampton and the eastern side of Bognor Regis, which are within these two and 5 kilometre distances, would be able to walk or cycle to work.

Bus Access

- 4.5 The principal bus route serving the site is the 700 'Coastliner' service between Chichester, Bognor Regis & Littlehampton. The nearest bus stops (known as the Oystercatcher stops') to the development site are located on Crookthorn Lane, approximately 150 - 200 metres from the site. The bus stops benefit from shelters, together with timetable information.
- 4.6 Table 4.1 below provides summary details of the 700 'Coastliner' service described above.

Table 4.1: Summary of Bus Services within the Vicinity of the Development Site

Service No.	Route	Typical Frequency	Bus stop
700 'Coastliner' Stagecoach	Littlehampton - Bognor Regis - Chichester	Monday-Saturday: Approx. every 20 mins Sunday: Approx. every 30 mins	Adj The Oystercatcher
	Chichester - Bognor Regis - Littlehampton	Monday-Saturday: Approx. every 20 mins Sunday: Approx. every 30 mins	Opp The Oystercatcher

- 4.7 Reference to Table 4.1 above demonstrates that convenient bus travel to and from the site will be available to visitors, staff and residents throughout the day. The 700 'Coastliner' service is likely to be attractive to staff and visitors, providing a 20-minute frequency service throughout the day Monday to Saturday with a half hourly service on a Sunday.

Rail Access

- 4.8 The most accessible railway station to the site is Littlehampton station, located approximately 3 kilometres to the east of the site. Whilst this is likely to be too far for people to walk on a regular basis it is within cycling distance and is easily accessible via the previously mentioned 700 'Coastliner' bus service.
- 4.9 Table 4.2 provides a summary of the rail services available from Littlehampton Railway Station.

Table 4.2: Summary of Direct Rail Services from Littlehampton Railway Station

Destination	Typical Journey Time	Typical Frequency	Weekend Services
Portsmouth & Southsea	Approx. 54 minutes	Approx. hourly	Sat: Approx. hourly Sun: no service
London Victoria (via Worthing, Hove & Gatwick)	Approx. 1 hour 40 minutes	Approx. 2 per hour	Approx. 2 per hour
Brighton	Approx. 50 minutes	Hourly in the evenings	Sat: Approx. hourly (evenings) Sun: Evening services

- 4.10 This Section has demonstrated that future staff and visitors will be able to access the site by sustainable modes of transport and will not be solely reliant on the private car.

5.0 DEVELOPMENT PROPOSALS

The Proposals

- 5.1 The planning application seeks permission for the construction of a 64-bed care home, together with associated parking areas, and landscaping.
- 5.2 The proposed site plan prepared by Hunters (Drawing No. M9316-APL003 [*Proposed Site Plan*]) is included within Appendix 7 of this report.

Vehicular Access

- 5.3 Vehicular access to the proposed care home will be achieved via the existing Baird's Farm Shop access off Crookthorn Lane as demonstrated on the site plan. The outcome of pre-application discussions with West Sussex County Council (WSCC) as to the suitability of this access is discussed within Section 8.0 of this report. A Stage 1 Road Safety Audit of the site access junction also forms part of the planning application submission.



Photograph 5.1: Baird's Farm Shop Access

Pedestrian Access

- 5.4 As part of the proposed development a new 1.5m wide section of footway will be provided along the site frontage extending westwards from the site access junction to the existing bus stop. Informal crossing facilities will also be provided at the site access junction in the form of a dropped kerb with tactile paving. The proposed footway works will enhance the

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pedestrian accessibility of the site (both the existing garden centre and proposed Care Home) and also improve access to the bus services along Crookthorn Lane. The proposed highway works are shown on Drawing No. BCH-ICS-01-XX-DR-C-025(P3) [*Highway Improvements*] by Infrastruct CS, included within Appendix 7 of this report.

Car Parking

- 5.5 28 car parking spaces are proposed on site which is considered reasonable given the scale and location of development and is based on the operator's experience of similar sites.

Cycle Parking

- 5.6 It is proposed to provide a total of 12 Sheffield stands for cycle parking. Given the nature of the development it is considered that this level of provision is suitable to address the needs of staff and visitors.

6.0 MULTI MODAL TRIP GENERATION

- 6.1 This section of the report considers the predicted vehicular trip generation of the proposed development with reference to the TRICS database. Trip rates have been derived for the traditional AM (0800-0900) and PM (1700-1800) weekday network peak hours, as well as daily (0700-1900). Furthermore, CEC has obtained trip rates for a Saturday in order to assess the impact of the proposed Care Home development on the junction during the peak trading hour for the farm shop (1400-1500)
- 6.2 The 'Care Home (Elderly Residential)' category was used as the basis for the assessment and only TRICS sites located within 'suburban areas' were included within the assessment.
- 6.3 The derived trip rates are summarised within Table 6.1 below, whilst the resultant trip generation is displayed within Table 6.2.

Table 6.1: Care Home Trip Rates / Resident

Mode	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)		Saturday Peak (1400-1500)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trips	0.074	0.074	0.066	0.099	0.991	1.033	0.112	0.043

Table 6.2: Care Home Trip Generation (64 residents)

Mode	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)		Saturday Peak (1400-1500)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trips	5	5	4	6	63	66	7	3

- 6.4 Table 6.2 indicates that the proposed care home is estimated to generate approximately 10 two-way vehicles trips in both the AM peak and PM peak hours. Approximately 129 trips are expected between 0700 and 1900, whilst during the farm shop Saturday peak hour, approximately 10 vehicular trips are predicted.

7.0 VEHICLE TRIP ASSIGNMENT AND SCOPE OF IMPACT ASSESSMENT

- 7.1 CEC has carried out junction capacity modelling of the existing farm shop access for both the weekday peak hours as well as the Saturday farm shop peak. The results of the PICADY assessments carried out by CEC are contained within Section 8.0 of this report.
- 7.2 CEC has assigned traffic generated by the proposed Care Home on to the local highway network in accordance with the flows recorded by the traffic surveys in January 2017. Existing traffic flows are shown on CEC Figure 5522/201 [2017 Base Flows] within Appendix 2 whilst the flows including the traffic generated by the proposed care home are shown on CEC Figure 5522/204 [2017 Base + Development Flows], also in Appendix 2.

Future Year Scenarios

- 7.3 CEC has applied TEMPRO-derived growth factors to the surveyed 2017 base flows to obtain 2023 flows (5 years post application). TEMPRO growth factors can be obtained for specific areas which take into account projected future increases in dwelling and job numbers. The derived TEMPRO AM and PM peak hour growth factors are shown within Tables 7.1 and 7.2 below.

Table 7.1: TEMPRO Growth Factors - Weekdays

Time Period	Scenario		RTF15 Growth Factor	Tempro Weekday Peak for Local Area	Tempro Average Weekday for SE	Growth Factor (A*B)/C
	Year From	Year To	A	B	C	D
Weekday AM Peak	2017	2023	1.1014	1.0494	1.0691	1.0812
Weekday PM Peak	2017	2023	1.1014	1.0467	1.0691	1.0784

Table 7.2: TEMPRO Growth Factors - Saturdays

Time Period	Scenario		RTF15 Growth Factor	Tempro Saturdays for Local Area	Tempro Average day for SE	Growth Factor (A*B)/C
	Year From	Year To	A	B	C	D
Saturday	2017	2023	1.1014	1.0488	1.0690	1.0806

8.0 HIGHWAY IMPACT ASSESSMENT

8.1 This section presents the results of the junction capacity assessments at the site access.

Site Access / Crookthorn Lane T-junction

8.2 The results of the Site Access / Crookthorn Lane PICADY assessment are summarised within Table 8.1 below, whilst the full PICADY output is included within Appendix 5 of this report.

Table 8.1: Summary PICADY results of Site Access/Crookthorn Lane

Scenario	Movement	Max RFC			Max Queue		
		AM	PM	Sat	AM	PM	Sat
2017 Base	Egress from Site Access	0.00	0.00	0.28	0.00	0.00	0.38
	Stream from Crookthorn Lane (inc Right Turners)	0.01	0.01	0.04	0.01	0.01	0.05
2023 Base	Egress from Site Access	0.00	0.00	0.47	0.00	0.00	0.82
	Stream from Crookthorn Lane (inc Right Turners)	0.01	0.01	0.05	0.01	0.01	0.05
2017 Base + Development	Egress from Site Access	0.04	1.04	0.31	0.04	1.99	0.43
	Stream from Crookthorn Lane (inc Right Turners)	0.01	0.01	0.05	0.01	0.01	0.06
2023 Base + Development	Egress from Site Access	0.10	9999 9999 99.00	0.53	0.11	15.25	1.01
	Stream from Crookthorn Lane (inc Right Turners)	0.01	0.07	0.06	0.01	0.08	0.06

8.3 As can be seen from Table 8.1 above, the site access junction operates well within capacity across all arms in both the 2017 and 2023 base scenarios. When traffic associated with the proposed care home development is added to the 2017 base scenario the junction goes above capacity with an RFC of 1.04 and a maximum queue of 1.99 in the PM peak. When development traffic is added to the 2023 base scenario the PICADY model becomes unstable and suggests an RFC value of 9999999999.00 with a maximum queue of 15.25. The full PICADY output is enclosed with this TN.

8.4 Given the low level of vehicular trip generation predicted it is difficult to comprehend why the PICADY model is demonstrating the junction going above capacity. CEC therefore contacted TRL, the developers of the software, in order to understand why such modest additional flows were having such a significant effect on the model.

8.5 TRL's subsequent response detailed the limitations of the PICADY model in that it is a straight linear model with a straight negative correlation. TRL confirmed that the high

flows along Climping Lane, as the controlling flow, meant that the model was unrealistic in assuming that no vehicles would be able to exit the farm shop access. Figure 6.1 below demonstrates the difference between what can be modelled by the PICADY model and what actually happens at a basic T-junction.

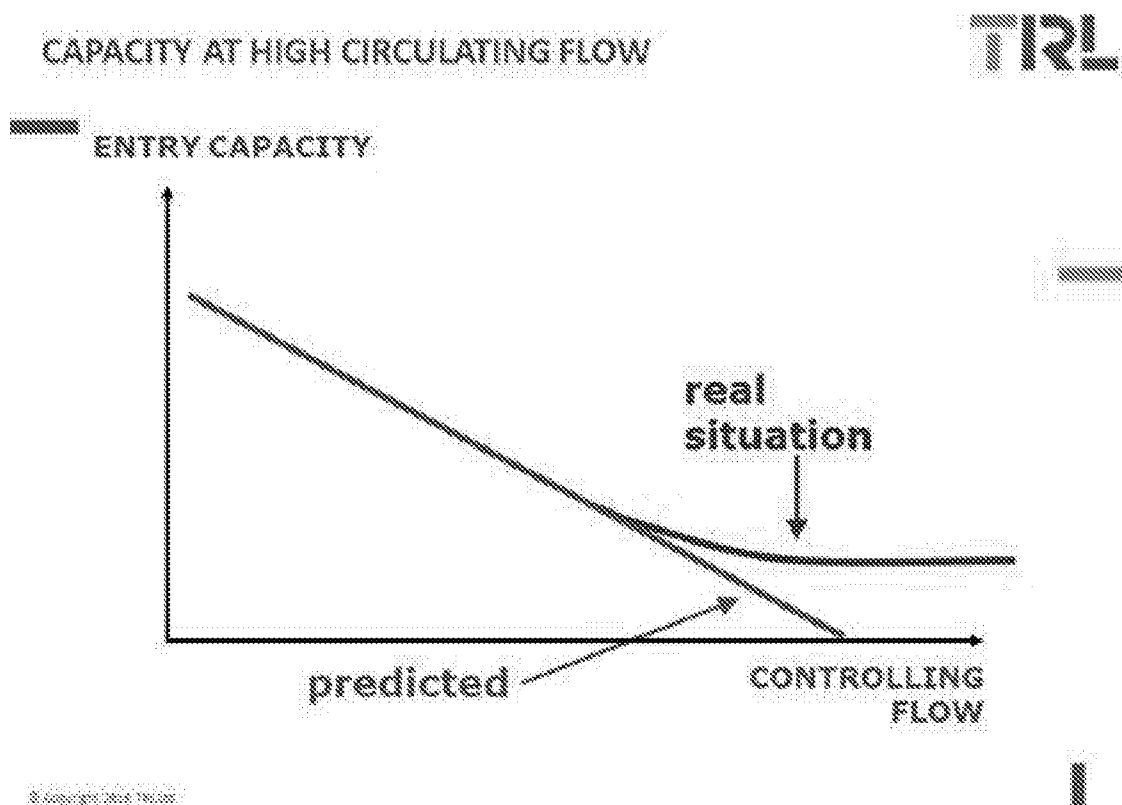


Figure 8.1: Limitations to PICADY model as provided by TRL

- 8.6 TRL suggested that a correction could be applied to 'force' additional capacity on the minor arm to better reflect the behaviour of the T-junction. However, CEC is reluctant to undertake this exercise as there is no evidence available as to how much of a correction can be applied.
- 8.7 As a result of this, CEC submitted an earlier iteration of the above PICADY to WSCC as part of formal pre application discussions. Note that the iteration above includes updated TRICs (given the old surveys were approximately 12 months out of date) and the survey flows have been growthed to 2023 instead of 2022. WSCC's response (April 2017) is included within Appendix 8 of this report, where it was concluded that CEC's methodology is acceptable and despite the results, which are considered anomalous, there would not be a severe capacity impact on the local highway network.

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- 8.8 Furthermore, it is important to note that in planning terms the site currently benefits from an A1 use permission and could therefore feasibly be used for other retail purposes with more intense vehicular trip generation. CEC has interrogated the TRICs database to attempt to quantify this potential trip generation however the database contains no suitable sites. CEC considered that a robust assessment could not be made at this time and has therefore refrained from doing so. The point however still stands that only a very minor increase (or even a redistribution from westbound departures to eastbound departures) associated with the existing site would also have a significant effect on the model.
- 8.9 It is concluded that the proposed site access can comfortably accommodate the additional traffic associated with the proposed development. The proposed development is the same as that which WSCC were consulted on in 2017 and there is thus no reason why WSCC would reach a different conclusion when determining this application.

9.0 PERSONAL INJURY ACCIDENT DATA

9.1 CEC has obtained Personal Injury Accident data for the most recent 5-year period from West Sussex County Council. The accident data is summarised below within Table 9.1 whilst the full data (including a plan showing the accident locations) is included within Appendix 6 of this report.

Table 9.1: Personal Injury Accident Data

2013	2014	2015	2016	2017 (-November)
2	5	1	5	4

Severity	Slight	Serious	Fatal
Accidents	13	2	2
Casualties	17	2	2

Conditions	Dry	Wet	Ice	Light	Dark
	10	6	1	10	7

Type	Car	Car / Car	Car / Gds
	4	2	1
	Car / Cycle	Car / M'cycle	Gds / Cycle
	7	2	1

9.2 There have been a total of 17 personal injury accidents within the study area, of which 13 were classified as slight in severity, 2 were classed as serious and 2 were fatal.

9.3 The two fatalities were recorded at the Crookthorn Lane / Yapton Lane junction, approximately 240 metres to the southwest of the Baird's farm shop access. The first occurred when a car pulled out in front of a motorcyclist causing a collision. The motorcyclist suffered fatal injuries. The second fatality occurred when a car travelling down Yapton Lane failed to turn at the junction and overturned in a ditch.

9.4 One of the two serious accidents was also recorded at the Crookthorn Lane / Yapton Lane junction and occurred when a cyclist heading southbound on Yapton Lane was struck from behind by a car which failed to stop. The second serious accident was recorded at the

Crookthorn Lane / Church Lane junction and occurred when a car driver failed to see a pedal cyclist on the roundabout and clipped the rear wheel of the bike causing the cyclist to fall and suffer serious injuries.

- 9.5 The remaining accidents were all recorded as slight in severity and most were described as slow speed collisions as a result of driver error such as failing to look properly or failing to judge another vehicle's path or speed.
- 9.6 Having regard to the predicted additional vehicle trips identified within the previous section, CEC considers that the proposed development will have no discernible impact upon the prevalence of accidents.



10.0 CONCLUSIONS

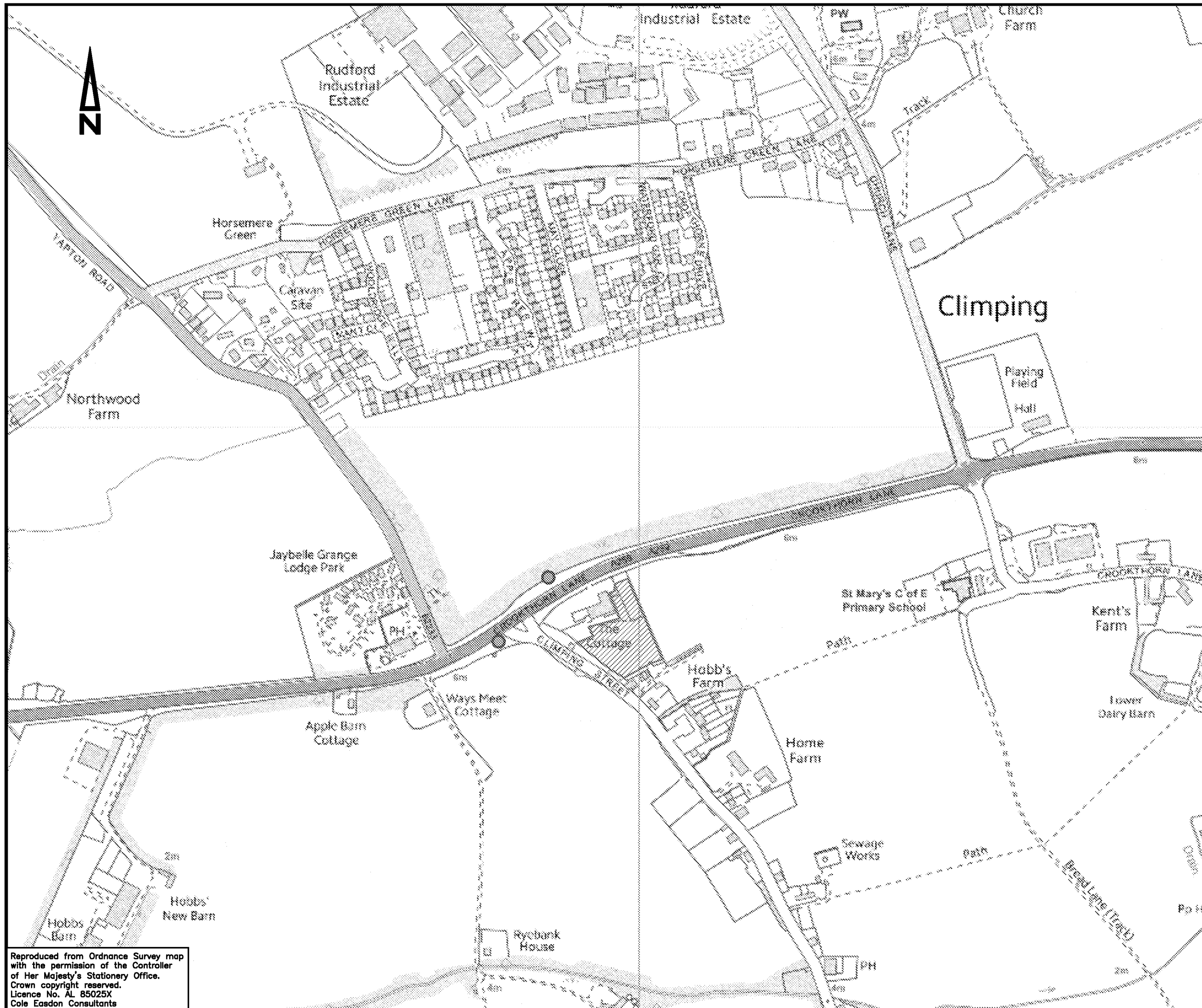
- 10.1 This *Transport Assessment* (TA) has been prepared in support of a planning application for the proposed construction of a 64 bed Care Home on land to the rear of Baird's Farm Shop at Crookthorn Lane, Littlehampton.

Conclusions

- 10.2 The conclusions of this TA are as follows:
- the site offers good accessibility by a choice of transport modes;
 - the site can achieve an appropriate vehicular access through an extension of the Baird's farm shop site access road;
 - the number of additional vehicle trips predicted to be generated by the development is considered to be low, and will have no discernible impact on the operation of the local highway network;
 - WSCC have previously agreed during pre-application discussions that the site access junction is suitable and can accommodate the development traffic;
 - the development will provide an adequate level of car parking so as to prevent any overspill on to the surrounding streets; and
 - there are no particular highway safety issues in the vicinity of the site, with low numbers of recorded accidents during the past five years.
- 10.3 CEC considers that there are no highway or transport reasons to preclude the development of this site as proposed.

Cole Easdon Consultants Limited
May 2018

Appendix 1



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- Key:
-  Site Location
 -  Bus Stop



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CONSULTANTS

Client
Brackley Investments Ltd.

Job Title
Proposed Care Home Development
Land to the Rear of Bairds Farm Shop
Crookthorn Lane
Climping
Littlehampton

Drawing Title
Site Location Plan

Drawing Status					
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

Designed by
BS

Drawn by
BS

Checked by
DH

Date
April 2018

Scale
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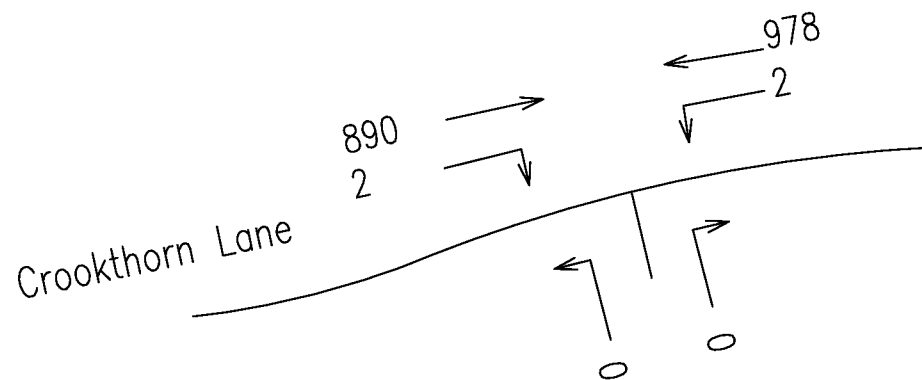
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Plan 5522/201

Rev.

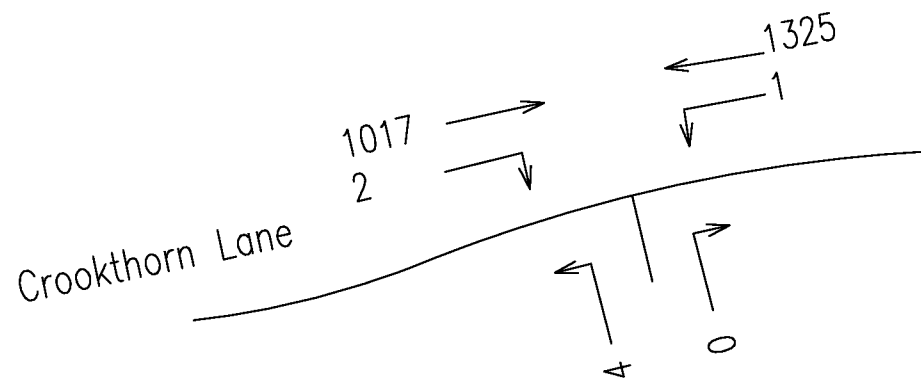
Appendix 2



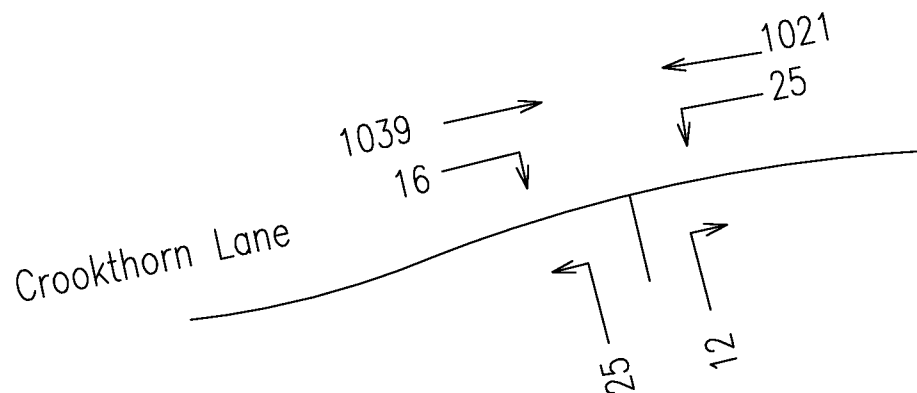
2017
AM Peak



2017:
PM Peak



2017:
Weekend peak



Key:

00 - Car
10% - HGVs

Copyright



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Client
Brackley Investments Ltd

Job Title
Proposed Care Home
Land to the rear of Baird's Farm Shop
Crookthorn Lane
Climping
Littlehampton

Drawing Title
2017 Base Flows (AM, PM & Weekend)

Drawing Status				
FOR COMMENT	FOR PLANNING	FOR TENDERS	FOR APPROVAL	FOR CONSTRUCTION

"CONSTRUCTION AT CLIENT / CONTRACTOR RISK"

Designed by BS Drawn by BS Checked by DH

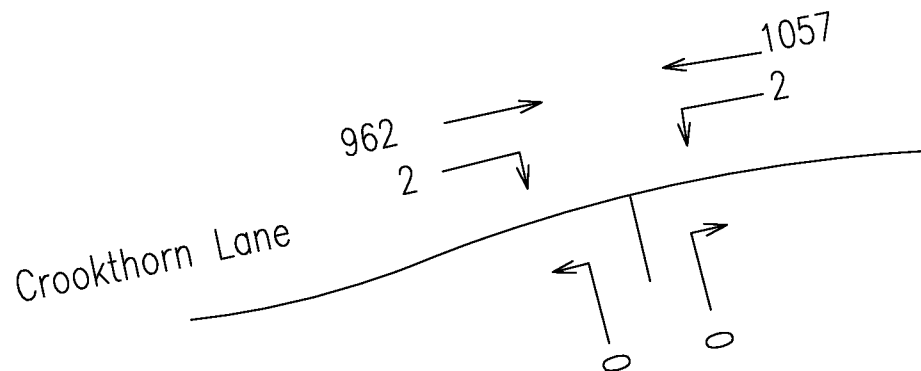
Date April 2018 Scale NTS @ A4

Fig No. Figure 5522/201 Rev -



2023 Base:

AM Peak
TEMPro: 1.0812

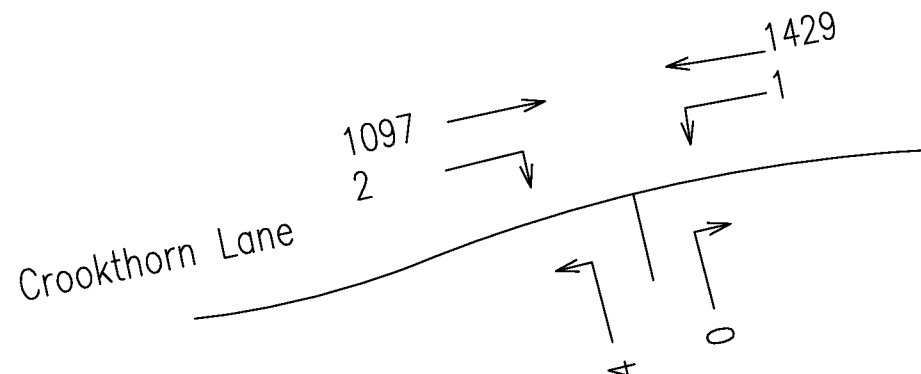


Key:

00 - Car
10% - HGVs

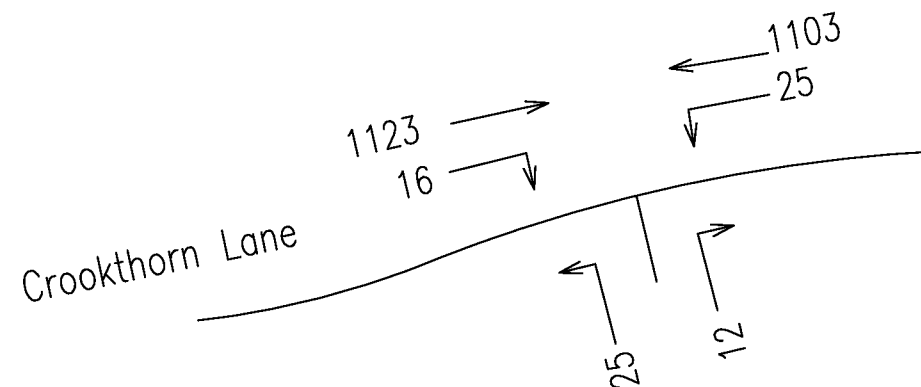
2023 Base:

PM peak
TEMPro: 1.0784



2023 Base:

Weekend Peak
TEMPro: 1.0806



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Drawing Title

2023 Base Flows (AM, PM & Weekend)

Drawing Status

FOR COMMENT	FOR PLANNING	FOR TENDERS	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

"CONSTRUCTION AT CLIENT / CONTRACTOR RISK"

Designed by

BS

Date

April 2018

Drawn by

BS

Checked by

DH

Scale

NTS @ A4

Fig No.

Figure 5522/202

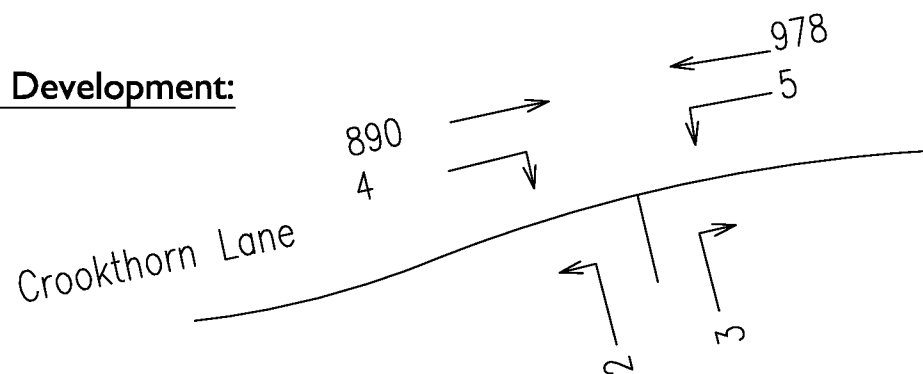
Rev

-



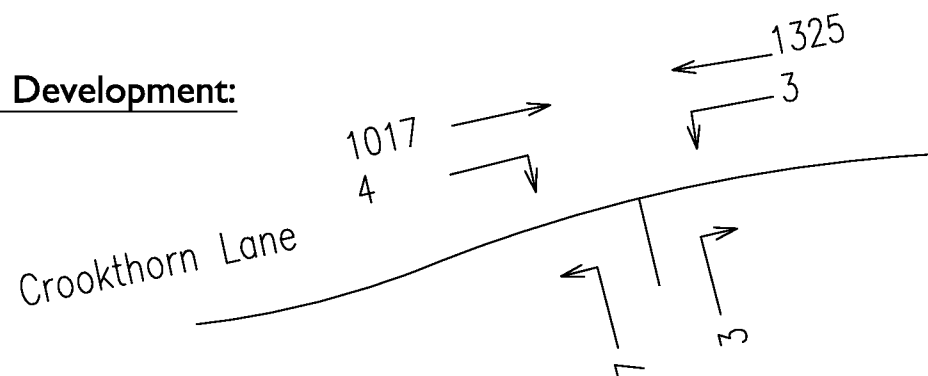
2017 Base + Development:

AM Peak



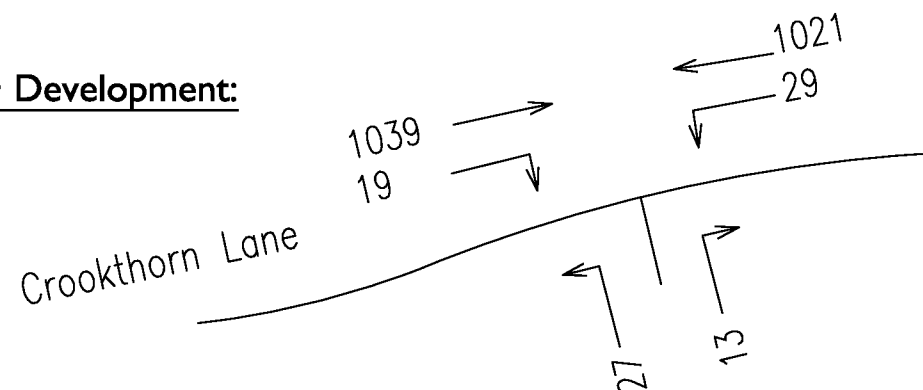
2017 Base + Development:

PM Peak



2017 Base + Development:

Weekend Peak



Key:

00 - Car
10% - HGVs

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Climping
Littlehampton

Drawing Title

2017 Base + Development Flows
(AM, PM & Weekend)

Drawing Status

FOR COMMENT FOR PLANNING FOR TENDERS FOR APPROVAL FOR CONSTRUCTION AS BUILT

"CONSTRUCTION AT CLIENT / CONTRACTOR RISK"

Designed by

BS

Date

April 2018

Drawn by

BS

Check by

DH

Scale

NTS @ A4

Fig No.

Figure 5522/203

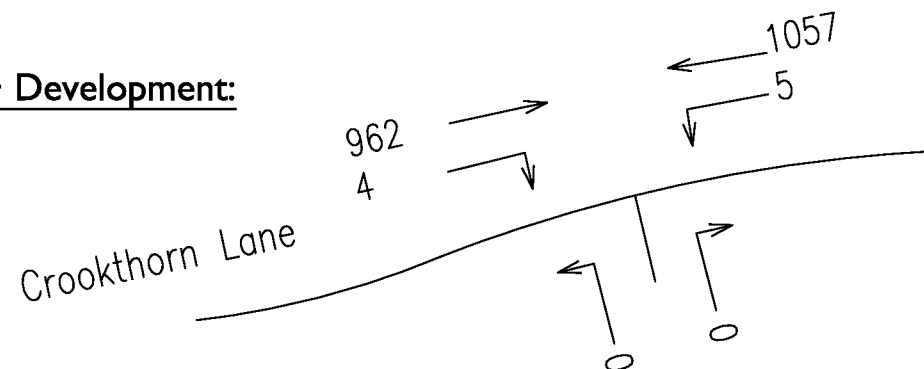
Rev

-



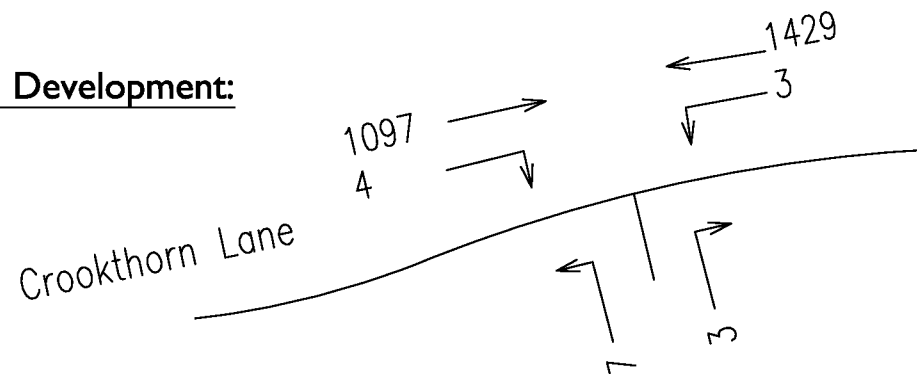
2023 Base + Development:

AM Peak
TEMPro: 1.0812



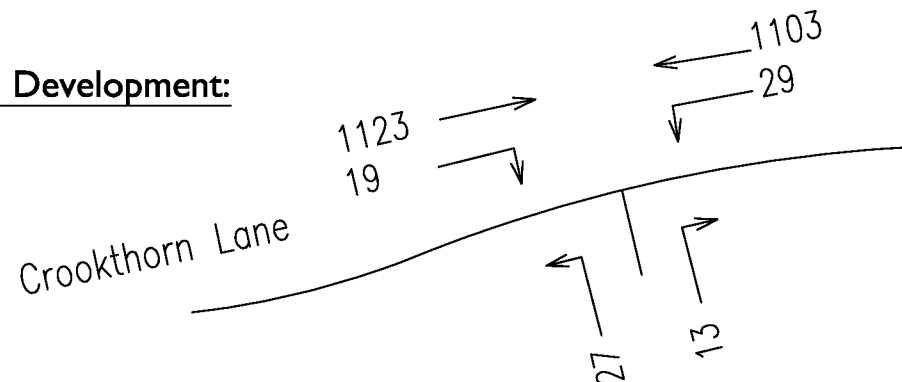
2023 Base + Development:

PM Peak
TEMPro: 1.0784



2023 Base + Development:

Weekend Peak
TEMPro: 1.0806



Key:

00 - Car
10% - HGVs

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Client

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Job Title

Proposed Care Home
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Crookthorn Lane
Climping
Littlehampton

Drawing Title

2023 Base + Development Flows
(AM, PM & Weekend)

Drawing Status

FOR COMMENT	FOR PLANNING	FOR TENDERS	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

"CONSTRUCTION AT CLIENT / CONTRACTOR RISK"

Designed by

BS

BS

Checked by

DH

Date

April 2018

Scale

NTS @ A4

Fig No.

Figure 5522/204

Rev

-

Appendix 3



Littlehampton - Manual Traffic Survey, Friday 20th January 2017

Junction: A259 Crookthorn Lane / Farm Shop

Approach: A259 Crookthorn Lane (East)

TIME	Left to Farm Shop							Ahead to A259 Crookthorn Lane (West)						
	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	201	26	10	5	2	244
0745 - 0800	0	0	0	0	0	0	0	2	189	33	6	1	2	233
Hourly Total	0	0	0	0	0	0	0	2	390	59	16	6	4	477
0800 - 0815	0	0	0	0	0	0	0	2	204	40	4	4	0	254
0815 - 0830	1	0	0	1	0	0	2	2	200	35	6	3	1	247
0830 - 0845	0	1	0	0	0	0	1	0	139	26	5	2	1	173
0845 - 0900	0	2	0	0	0	0	2	1	142	33	12	4	1	193
Hourly Total	1	3	0	1	0	0	5	5	685	134	27	13	3	867
0900 - 0915	0	2	0	1	0	0	3	0	136	27	9	1	2	175
0915 - 0930	0	2	0	0	0	0	2	2	148	29	6	2	0	187
Hourly Total	0	4	0	1	0	0	5	2	284	56	15	3	2	362

Session Total	1	7	0	2	0	0	10	9	1359	249	58	22	9	1706
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1630 - 1645	0	1	0	0	0	0	1	2	254	49	1	1	1	308
1645 - 1700	0	0	0	0	0	0	0	2	301	34	1	0	0	338
Hourly Total	0	1	0	0	0	0	1	4	555	83	2	1	1	646
1700 - 1715	0	1	0	0	0	0	1	2	289	37	2	2	1	333
1715 - 1730	0	0	0	0	0	0	0	4	288	20	2	1	1	316
1730 - 1745	0	0	0	0	0	0	0	3	309	24	1	1	0	338
1745 - 1800	0	0	0	0	0	0	0	2	265	10	2	0	1	280
Hourly Total	0	1	0	0	0	0	1	11	1151	91	7	4	3	1267
1800 - 1815	0	0	0	0	0	0	0	1	250	19	0	0	1	271
1815 - 1830	0	0	0	0	0	0	0	1	200	7	1	0	1	210
Hourly Total	0	0	0	0	0	0	0	2	450	26	1	0	2	481

Session Total	0	2	0	0	0	0	2	17	2156	200	10	5	6	2394
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Littlehampton - Manual Traffic Survey, Friday 20th January 2017

Junction: A259 Crookthorn Lane / Farm Shop

Approach: Farm Shop

TIME	Left to A259 Crookthorn Lane (West)							Right to A259 Crookthorn Lane (East)						
	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	1	0	0	1	0	0	0	0	0	0	0
0845 - 0900	0	2	0	0	0	0	2	0	0	0	0	0	0	0
Hourly Total	0	2	0	1	0	0	3	0	0	0	0	0	0	0
0900 - 0915	0	3	0	0	0	0	3	0	0	0	0	0	0	0
0915 - 0930	0	1	0	1	0	0	2	0	0	0	0	0	0	0
Hourly Total	0	4	0	1	0	0	5	0	0	0	0	0	0	0

Session Total	0	6	0	2	0	0	8	0	0	0	0	0	0	0
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1630 - 1645	0	2	0	0	0	0	2	0	2	0	0	0	0	2
1645 - 1700	0	1	2	0	0	0	3	0	0	0	0	0	0	0
Hourly Total	0	3	2	0	0	0	5	0	2	0	0	0	0	2
1700 - 1715	0	1	0	0	0	0	1	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	1	1	0	0	0	0	2	0	0	0	0	0	0	0
Hourly Total	1	2	0	0	0	0	3	0	0	0	0	0	0	0
1800 - 1815	0	1	0	0	0	0	1	0	0	0	0	0	0	0
1815 - 1830	0	2	0	0	0	0	2	0	0	0	0	0	0	0
Hourly Total	0	3	0	0	0	0	3	0	0	0	0	0	0	0

Session Total	1	8	2	0	0	0	11	0	2	0	0	0	0	2
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Littlehampton - Manual Traffic Survey, Friday 20th January 2017

Junction: A259 Crookthorn Lane / Farm Shop

Approach: A259 Crookthorn Lane (West)

TIME	Ahead to A259 Crookthorn Lane (East)							Right to Farm Shop						
	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	2	194	34	0	1	3	234	0	0	1	0	0	0	1
0745 - 0800	3	152	35	6	1	1	198	0	1	0	0	0	0	1
Hourly Total	5	346	69	6	2	4	432	0	1	1	0	0	0	2
0800 - 0815	2	174	33	5	1	1	216	0	0	0	0	0	0	0
0815 - 0830	1	191	38	5	4	3	242	0	0	0	0	0	0	0
0830 - 0845	0	209	34	6	1	1	251	0	1	0	0	0	0	1
0845 - 0900	0	192	27	8	2	1	230	0	1	0	0	0	0	1
Hourly Total	3	766	132	24	8	6	939	0	2	0	0	0	0	2
0900 - 0915	3	167	26	7	4	0	207	0	2	0	0	0	0	2
0915 - 0930	0	176	33	4	2	1	216	0	0	0	0	0	0	0
Hourly Total	3	343	59	11	6	1	423	0	2	0	0	0	0	2

Session Total	11	1455	260	41	16	11	1794	0	5	1	0	0	0	6
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1630 - 1645	0	200	27	2	0	0	229	0	0	0	0	0	0	0
1645 - 1700	1	222	26	2	2	2	255	0	0	2	0	0	0	2
Hourly Total	1	422	53	4	2	2	484	0	0	2	0	0	0	2
1700 - 1715	0	235	28	0	2	2	267	0	0	0	0	0	0	0
1715 - 1730	0	241	24	2	1	2	270	0	0	0	0	0	0	0
1730 - 1745	1	213	10	0	1	0	225	0	0	0	0	0	0	0
1745 - 1800	2	190	8	1	2	1	204	0	0	0	0	0	0	0
Hourly Total	3	879	70	3	6	5	966	0	0	0	0	0	0	0
1800 - 1815	0	206	9	0	0	1	216	0	0	0	0	0	0	0
1815 - 1830	0	185	5	1	0	0	191	0	0	0	0	0	0	0
Hourly Total	0	391	14	1	0	1	407	0	0	0	0	0	0	0

Session Total	4	1692	137	8	8	8	1857	0	0	2	0	0	0	2
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Littlehampton - Manual Traffic Survey, Saturday 21st January 201

Junction: A259 Crookthorn Lane / Farm Shop

Approach: A259 Crookthorn Lane (East)

TIME	Left to Farm Shop							Ahead to A259 Crookthorn Lane (West)						
	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1115	0	5	0	0	0	0	5	0	222	14	4	0	1	241
1115 - 1130	0	6	1	0	0	0	7	0	259	27	0	2	1	289
1130 - 1145	0	7	0	0	0	0	7	1	227	24	1	0	1	254
1145 - 1200	0	5	0	0	0	0	5	1	210	16	1	1	0	229
Hourly Total	0	23	1	0	0	0	24	2	918	81	6	3	3	1013
1200 - 1215	0	6	0	0	0	0	6	0	218	28	2	0	1	249
1215 - 1230	0	5	0	0	0	0	5	3	250	23	1	0	1	278
1230 - 1245	0	8	0	0	0	0	8	0	224	15	0	0	1	240
1245 - 1300	0	7	0	0	0	0	7	0	249	21	0	0	1	271
Hourly Total	0	26	0	0	0	0	26	3	941	87	3	0	4	1038
1300 - 1315	0	6	1	0	0	0	7	0	238	13	1	0	1	253
1315 - 1330	0	8	0	0	0	0	8	2	212	22	0	0	1	237
1330 - 1345	0	5	0	0	0	0	5	1	226	16	1	0	1	245
1345 - 1400	0	6	0	0	0	0	6	3	236	17	1	2	0	259
Hourly Total	0	25	1	0	0	0	26	6	912	68	3	2	3	994
1400 - 1415	0	3	0	0	0	0	3	1	194	13	1	0	1	210
1415 - 1430	0	6	0	0	0	0	6	0	214	24	0	1	2	241
1430 - 1445	0	3	0	0	0	0	3	0	234	18	0	0	1	253
1445 - 1500	0	6	0	0	0	0	6	2	205	15	0	0	0	222
Hourly Total	0	18	0	0	0	0	18	3	847	70	1	1	4	926
TOTAL	0	92	2	0	0	0	94	14	3618	306	13	6	14	3971



Littlehampton - Manual Traffic Survey, Saturday 21st January 201

Junction: A259 Crookthorn Lane / Farm Shop

Approach: Farm Shop

TIME	Left to A259 Crookthorn Lane (West)							Right to A259 Crookthorn Lane (East)						
	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1115	0	8	1	0	0	0	9	0	2	1	0	0	0	3
1115 - 1130	0	6	1	0	0	0	7	0	0	0	0	0	0	0
1130 - 1145	0	3	0	0	0	0	3	0	5	1	0	0	0	6
1145 - 1200	0	10	0	0	0	0	10	0	4	0	0	0	0	4
Hourly Total	0	27	2	0	0	0	29	0	11	2	0	0	0	13
1200 - 1215	0	5	0	0	0	0	5	0	2	0	0	0	0	2
1215 - 1230	0	3	0	0	0	0	3	0	2	1	0	0	0	3
1230 - 1245	0	5	0	0	0	0	5	0	1	0	0	0	0	1
1245 - 1300	0	9	0	0	0	0	9	0	4	0	0	0	0	4
Hourly Total	0	22	0	0	0	0	22	0	9	1	0	0	0	10
1300 - 1315	0	4	1	0	0	0	5	0	3	0	0	0	0	3
1315 - 1330	0	5	0	0	0	0	5	0	3	0	0	0	0	3
1330 - 1345	0	7	2	0	0	0	9	0	3	0	0	0	0	3
1345 - 1400	0	4	1	0	0	0	5	0	5	0	0	0	0	5
Hourly Total	0	20	4	0	0	0	24	0	14	0	0	0	0	14
1400 - 1415	0	7	0	0	0	0	7	0	3	0	0	0	0	3
1415 - 1430	0	2	0	0	0	0	2	0	4	0	0	0	0	4
1430 - 1445	0	8	1	0	0	0	9	0	1	0	0	0	0	1
1445 - 1500	0	3	0	0	0	0	3	0	1	0	0	0	0	1
Hourly Total	0	20	1	0	0	0	21	0	9	0	0	0	0	9
TOTAL	0	89	7	0	0	0	96	0	43	3	0	0	0	46



Littlehampton - Manual Traffic Survey, Saturday 21st January 201

Junction: A259 Crookthorn Lane / Farm Shop

Approach: A259 Crookthorn Lane (West)

TIME	Ahead to A259 Crookthorn Lane (East)							Right to Farm Shop						
	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1115	0	207	14	0	0	1	222	0	0	1	0	0	0	1
1115 - 1130	1	243	19	2	4	1	270	0	3	0	0	0	0	3
1130 - 1145	0	223	12	0	0	0	235	0	5	0	0	0	0	5
1145 - 1200	1	256	15	1	1	1	275	0	4	1	0	0	0	5
Hourly Total	2	929	60	3	5	3	1002	0	12	2	0	0	0	14
1200 - 1215	1	228	28	1	0	1	259	0	3	0	0	0	0	3
1215 - 1230	1	250	27	0	0	1	279	0	1	0	0	0	0	1
1230 - 1245	3	217	18	0	0	1	239	0	0	1	0	0	0	1
1245 - 1300	1	216	22	0	2	0	241	0	3	1	0	0	0	4
Hourly Total	6	911	95	1	2	3	1018	0	7	2	0	0	0	9
1300 - 1315	1	210	10	0	1	1	223	0	2	2	0	0	0	4
1315 - 1330	1	238	20	0	0	1	260	0	2	0	0	0	0	2
1330 - 1345	0	210	12	1	0	3	226	0	4	0	0	0	0	4
1345 - 1400	0	203	14	1	0	0	218	0	2	0	0	0	0	2
Hourly Total	2	861	56	2	1	5	927	0	10	2	0	0	0	12
1400 - 1415	0	219	15	2	0	1	237	0	3	1	0	0	0	4
1415 - 1430	2	194	15	0	0	1	212	0	2	0	0	0	0	2
1430 - 1445	4	221	11	2	1	1	240	0	2	0	0	0	0	2
1445 - 1500	1	209	20	0	0	0	230	0	3	0	0	0	0	3
Hourly Total	7	843	61	4	1	3	919	0	10	1	0	0	0	11
TOTAL	17	3544	272	10	9	14	3866	0	39	7	0	0	0	46

Appendix 4

Calculation Reference: AUDIT-228601-180227-0235

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLESSelected regions and areas:

06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 31 to 58 (units:)
 Range Selected by User: 17 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 16/10/16

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:

Tuesday 2 days
 Thursday 1 days

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

Selected survey types:

Manual count 3 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) 2
 Edge of Town 1

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 3

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

Secondary Filtering selection:Use Class:

C2 3 days

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

Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 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:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LC-05-F-02	NURSING HOME	LANCASHIRE
	LYTHAM ROAD		
	SQUIRES GATE		
	BLACKPOOL		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	31	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
2	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	32	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
3	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	HYDE PARK		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	40	0.074	3	40	0.083	3	40	0.157
08:00 - 09:00	3	40	0.074	3	40	0.074	3	40	0.148
09:00 - 10:00	3	40	0.091	3	40	0.033	3	40	0.124
10:00 - 11:00	3	40	0.066	3	40	0.099	3	40	0.165
11:00 - 12:00	3	40	0.107	3	40	0.099	3	40	0.206
12:00 - 13:00	3	40	0.066	3	40	0.058	3	40	0.124
13:00 - 14:00	3	40	0.099	3	40	0.058	3	40	0.157
14:00 - 15:00	3	40	0.074	3	40	0.091	3	40	0.165
15:00 - 16:00	3	40	0.058	3	40	0.074	3	40	0.132
16:00 - 17:00	3	40	0.066	3	40	0.058	3	40	0.124
17:00 - 18:00	3	40	0.066	3	40	0.099	3	40	0.165
18:00 - 19:00	3	40	0.083	3	40	0.116	3	40	0.199
19:00 - 20:00	3	40	0.050	3	40	0.041	3	40	0.091
20:00 - 21:00	3	40	0.017	3	40	0.050	3	40	0.067
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.991			1.033			2.024

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

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

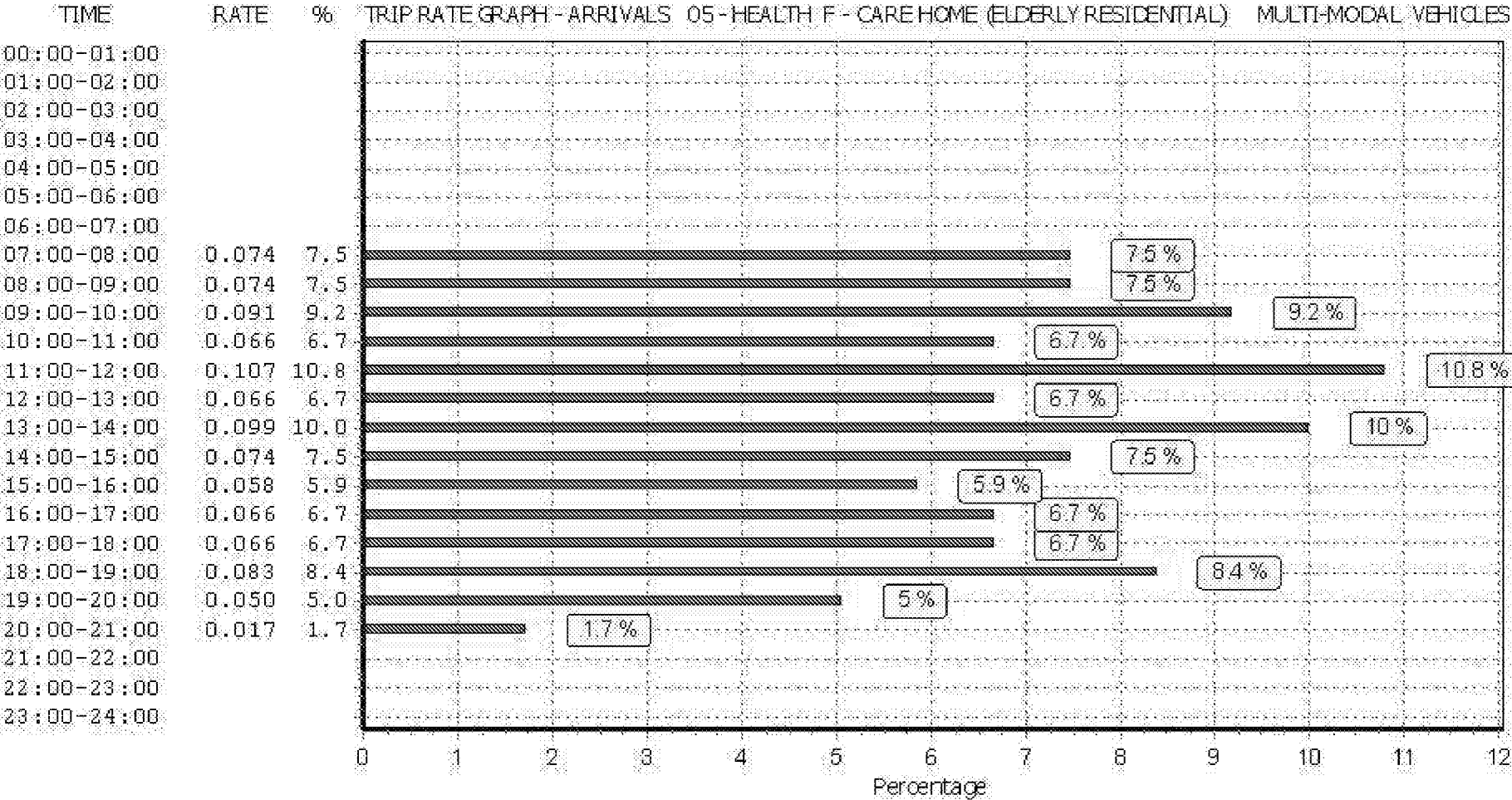
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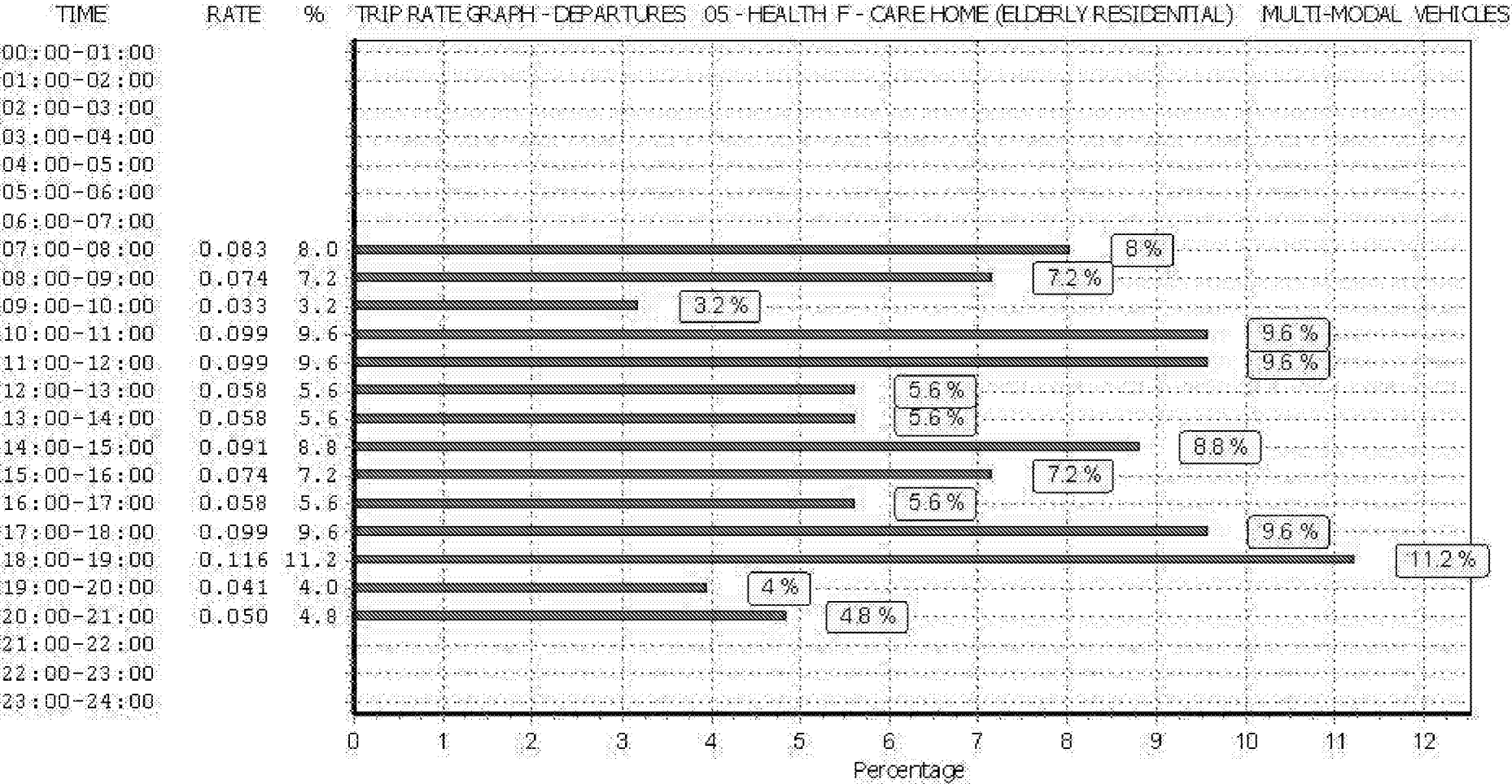
Parameter summary

Trip rate parameter range selected:	31 - 58 (units:)
Survey date range:	01/01/09 - 16/10/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

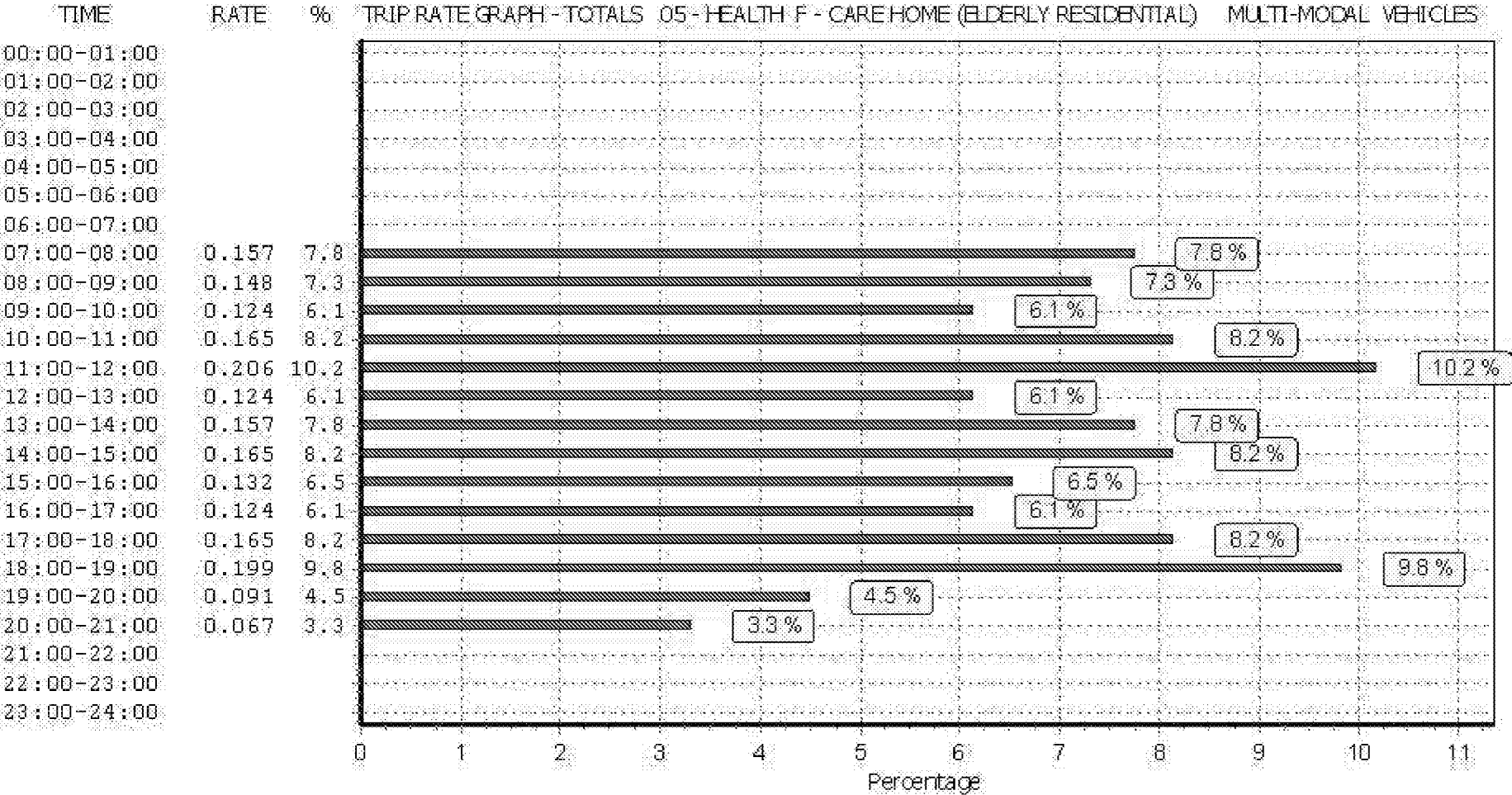
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	40	0.140	3	40	0.091	3	40	0.231
08:00 - 09:00	3	40	0.149	3	40	0.149	3	40	0.298
09:00 - 10:00	3	40	0.140	3	40	0.058	3	40	0.198
10:00 - 11:00	3	40	0.149	3	40	0.174	3	40	0.323
11:00 - 12:00	3	40	0.174	3	40	0.132	3	40	0.306
12:00 - 13:00	3	40	0.091	3	40	0.132	3	40	0.223
13:00 - 14:00	3	40	0.174	3	40	0.066	3	40	0.240
14:00 - 15:00	3	40	0.107	3	40	0.157	3	40	0.264
15:00 - 16:00	3	40	0.074	3	40	0.157	3	40	0.231
16:00 - 17:00	3	40	0.091	3	40	0.124	3	40	0.215
17:00 - 18:00	3	40	0.083	3	40	0.140	3	40	0.223
18:00 - 19:00	3	40	0.140	3	40	0.165	3	40	0.305
19:00 - 20:00	3	40	0.083	3	40	0.058	3	40	0.141
20:00 - 21:00	3	40	0.033	3	40	0.091	3	40	0.124
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.628			1.694			3.322

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

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

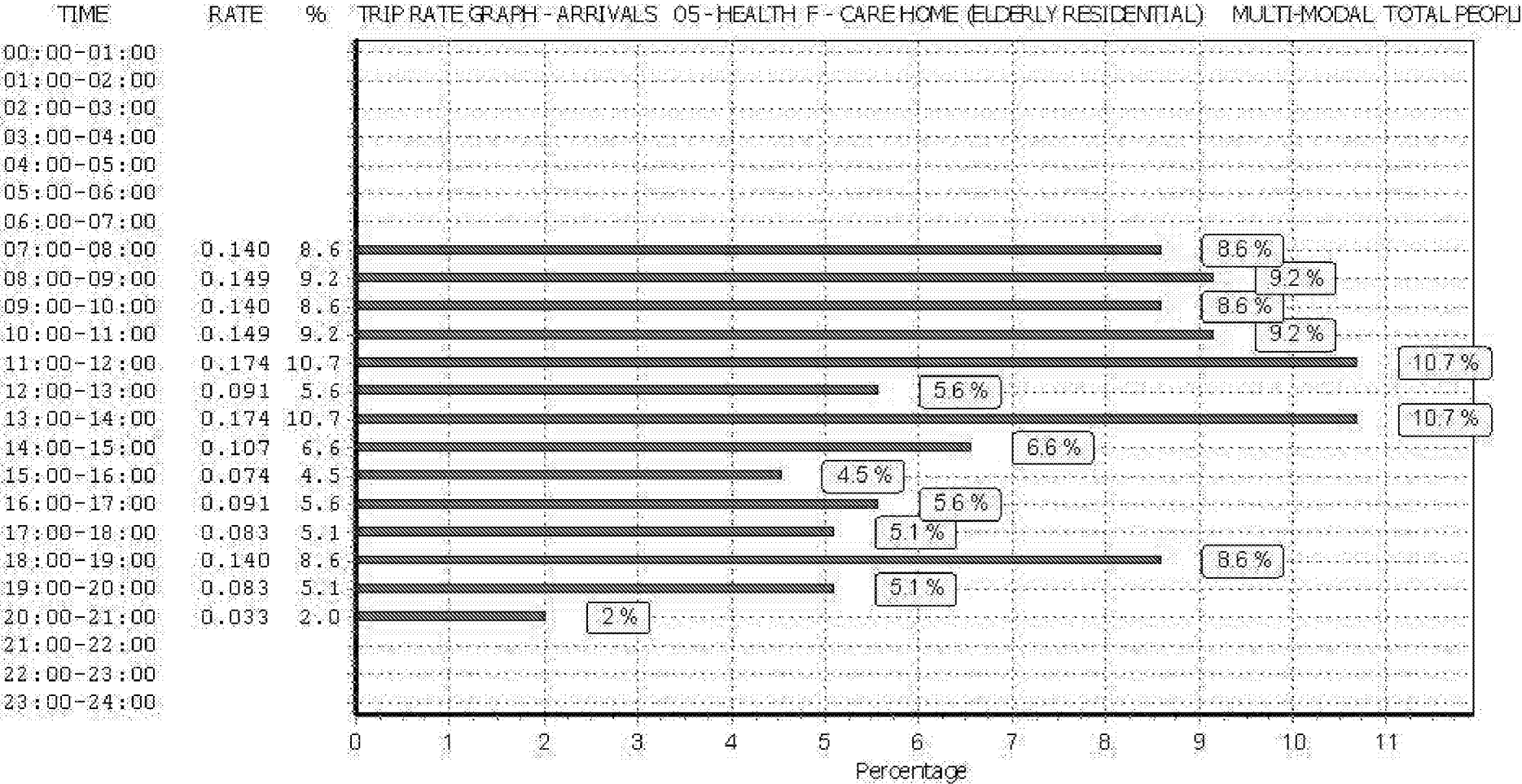
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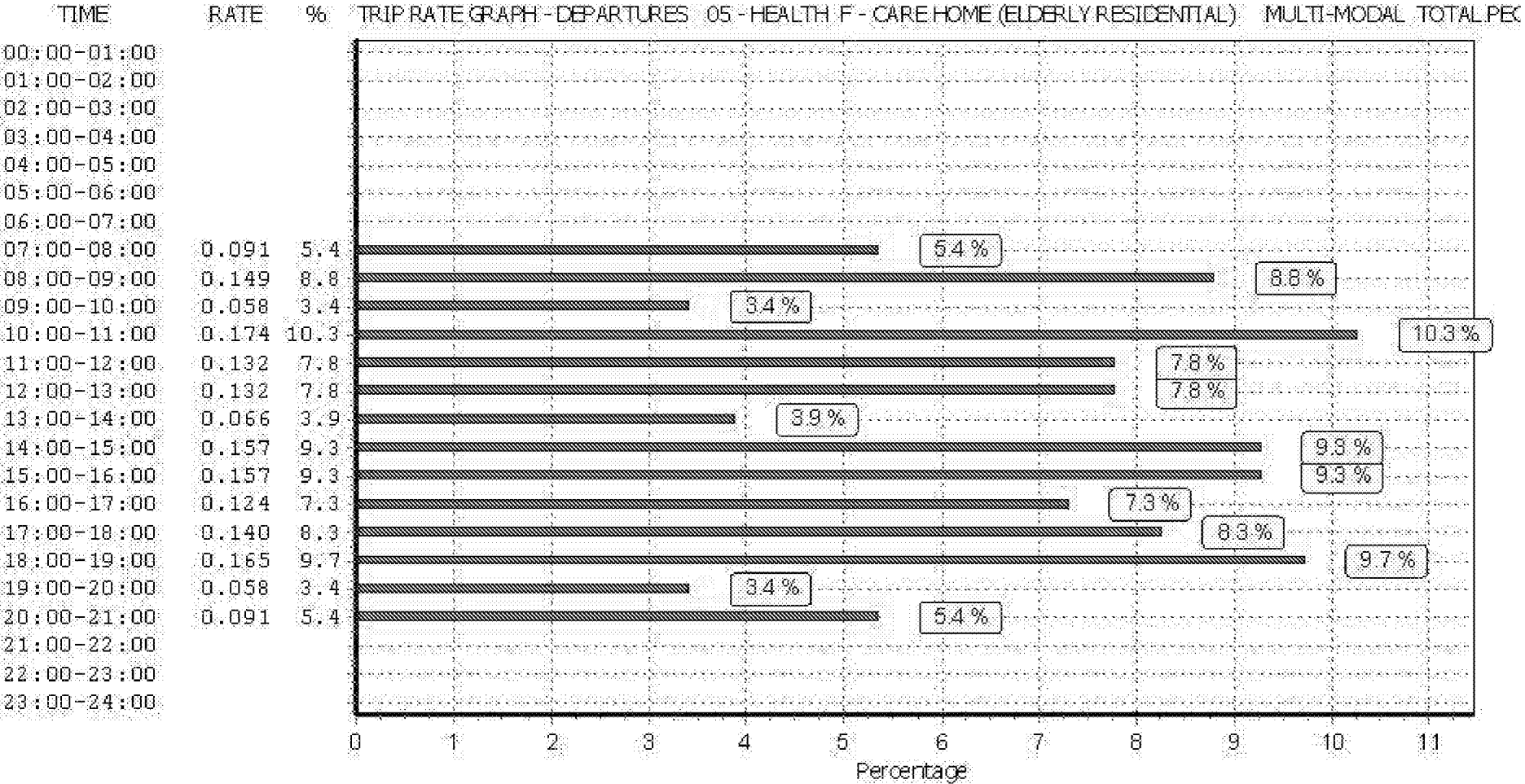
Parameter summary

Trip rate parameter range selected:	31 - 58 (units:)
Survey date range:	01/01/09 - 16/10/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

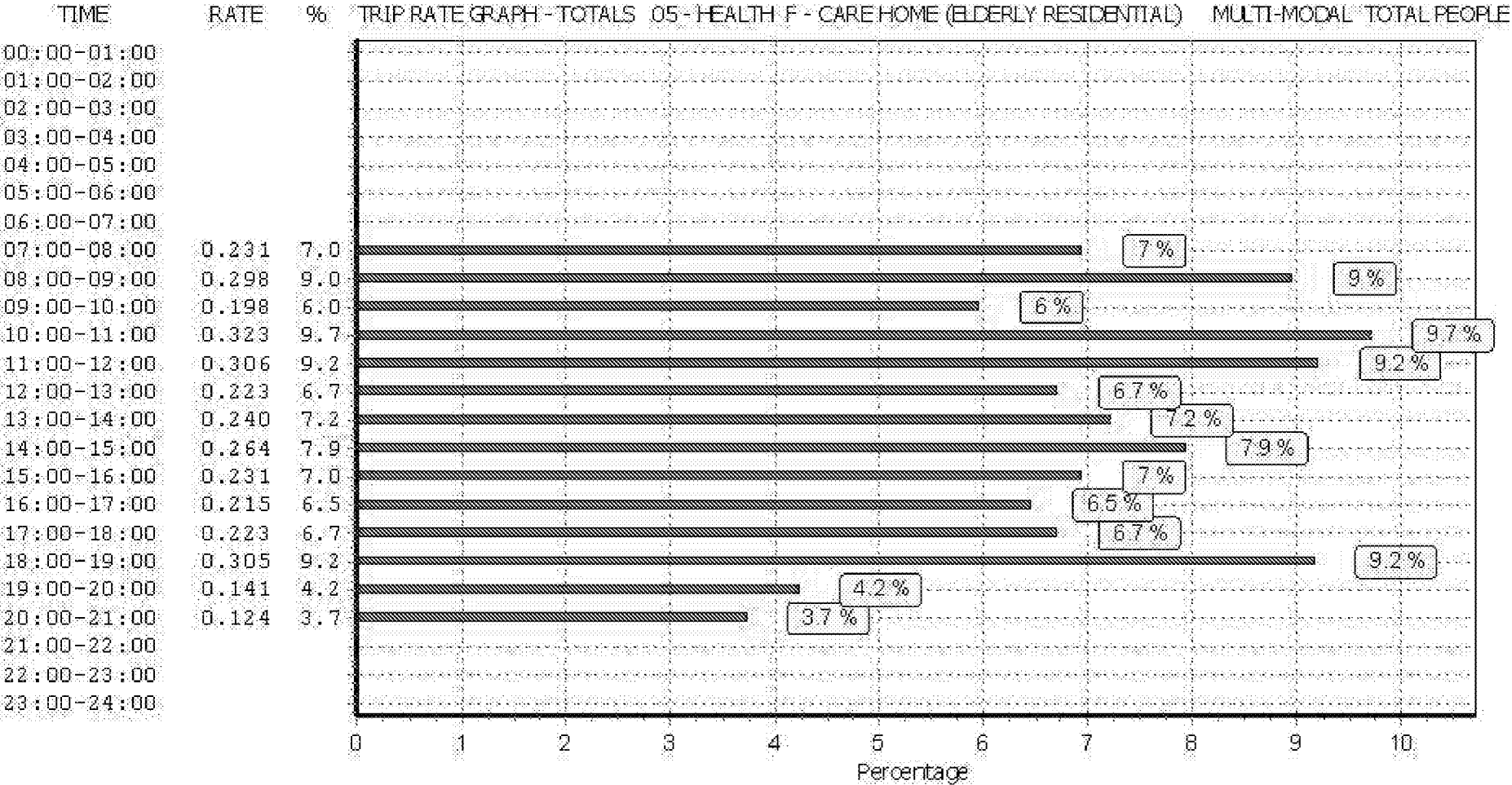
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-228601-180320-0301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLESSelected regions and areas:

09 NORTH
 TW TYNE & WEAR 1 days
 11 SCOTLAND
 EB CITY OF EDINBURGH 1 days

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

Secondary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 56 to 60 (units:)
 Range Selected by User: 17 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 14/11/16

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:

Saturday 2 days

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

Selected survey types:

Manual count 2 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) 2

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 2

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

Secondary Filtering selection:Use Class:

C2 2 days

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

Population within 1 mile:

25,001 to 50,000 2 days

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

Secondary Filtering selection (Cont.):Population within 5 miles:

250,001 to 500,000

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

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

Travel Plan:

No

2 days

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

PTAL Rating:

No PTAL Present

2 days

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

LIST OF SITES relevant to selection parameters

1	EB-05-F-01	NURSING HOME	CITY OF EDINBURGH
	CRAIGHOUSE TERRACE		
	EDINBURGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	56	
	Survey date: SATURDAY	19/03/16	Survey Type: MANUAL
2	TW-05-F-02	NURSING HOME	TYNE & WEAR
	SPLIT CROW ROAD		
	DECKHAM		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	60	
	Survey date: SATURDAY	05/10/13	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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	58	0.129	2	58	0.069	2	58	0.198
08:00 - 09:00	2	58	0.000	2	58	0.034	2	58	0.034
09:00 - 10:00	2	58	0.009	2	58	0.000	2	58	0.009
10:00 - 11:00	2	58	0.060	2	58	0.043	2	58	0.103
11:00 - 12:00	2	58	0.052	2	58	0.034	2	58	0.086
12:00 - 13:00	2	58	0.017	2	58	0.034	2	58	0.051
13:00 - 14:00	2	58	0.060	2	58	0.052	2	58	0.112
14:00 - 15:00	2	58	0.112	2	58	0.043	2	58	0.155
15:00 - 16:00	2	58	0.060	2	58	0.086	2	58	0.146
16:00 - 17:00	2	58	0.043	2	58	0.060	2	58	0.103
17:00 - 18:00	2	58	0.009	2	58	0.026	2	58	0.035
18:00 - 19:00	2	58	0.000	2	58	0.009	2	58	0.009
19:00 - 20:00	2	58	0.043	2	58	0.043	2	58	0.086
20:00 - 21:00	2	58	0.034	2	58	0.078	2	58	0.112
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.628			0.611			1.239

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

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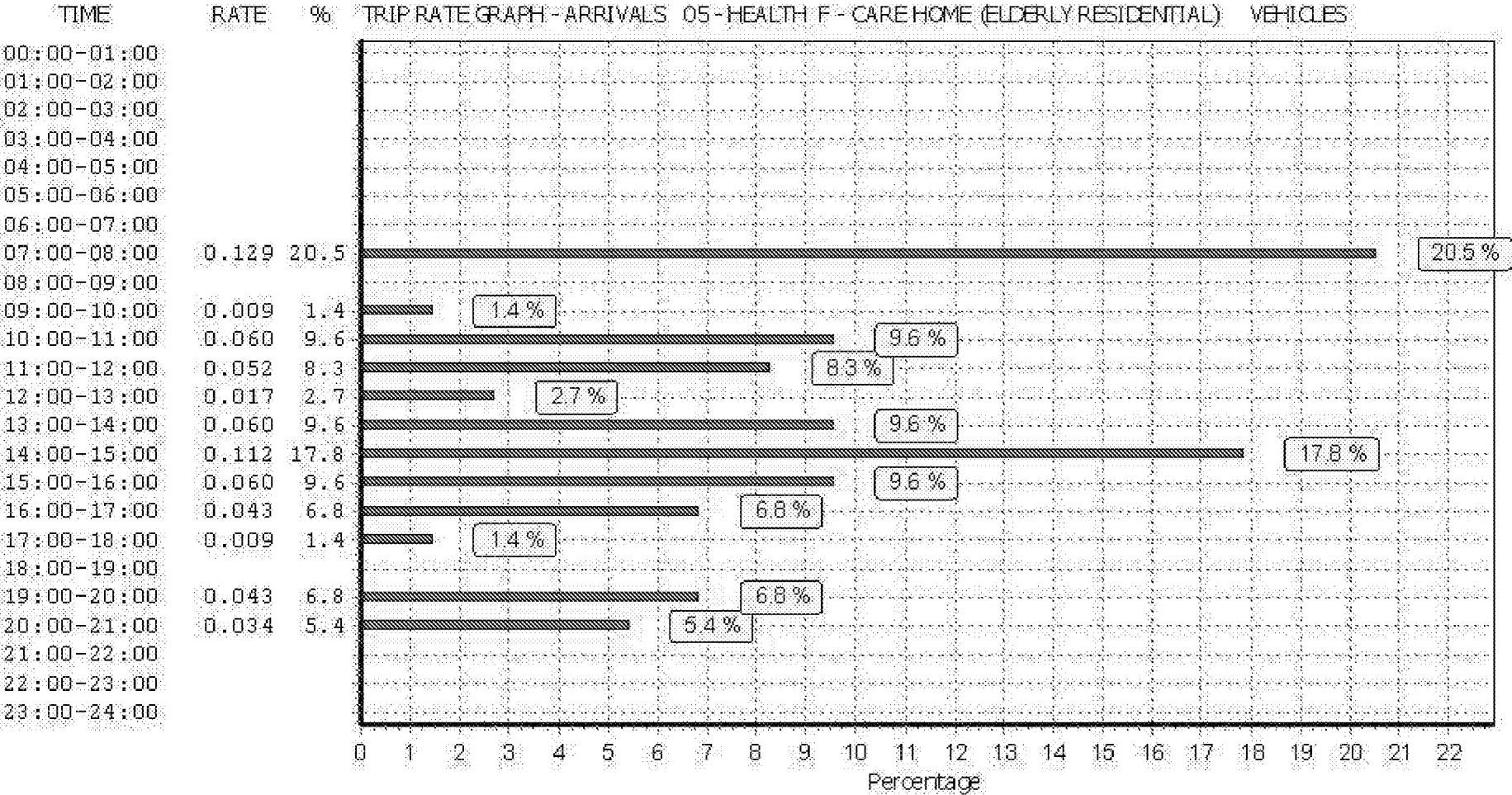
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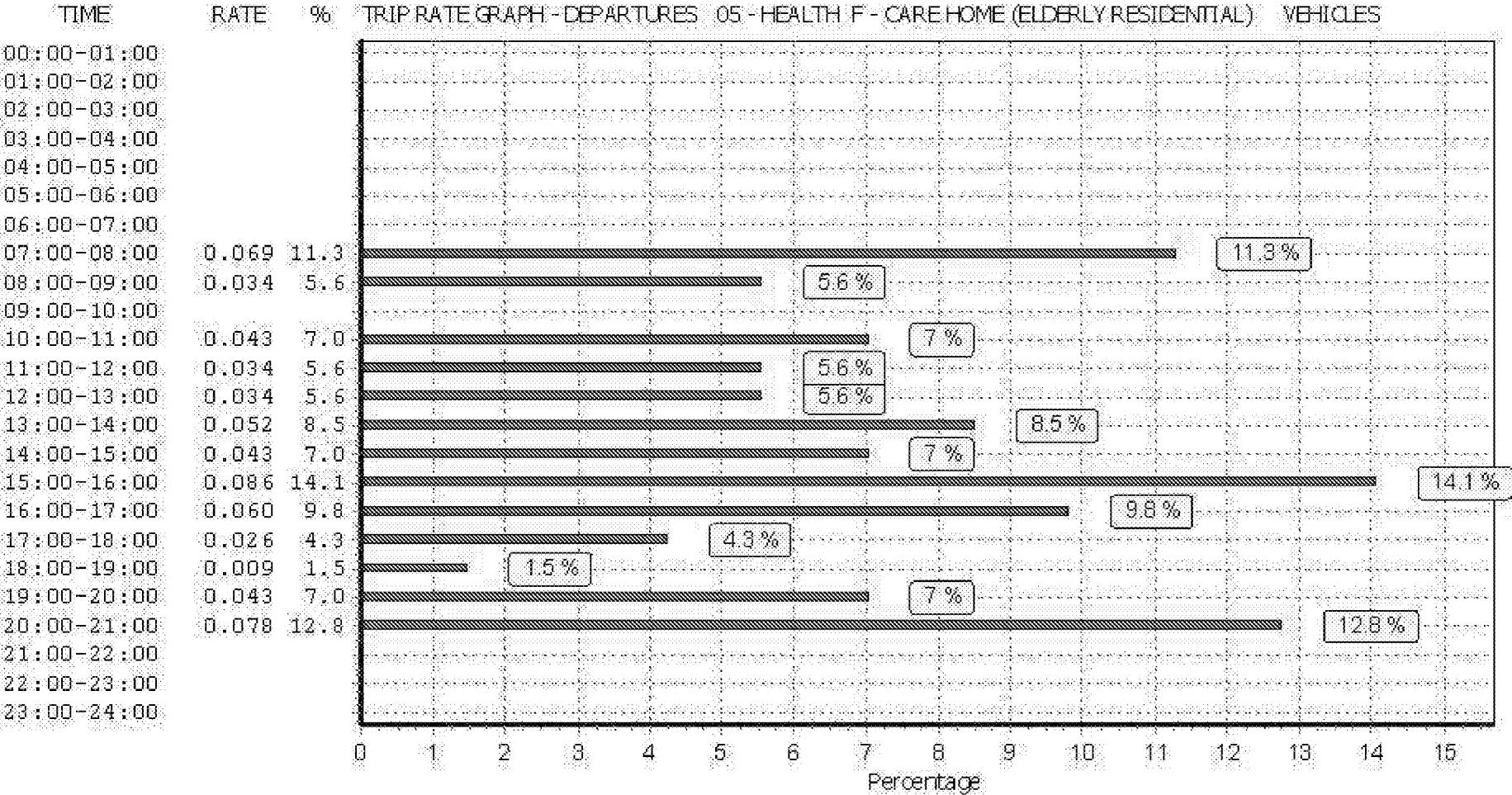
Parameter summary

Trip rate parameter range selected:	56 - 60 (units:)
Survey date range:	01/01/09 - 14/11/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

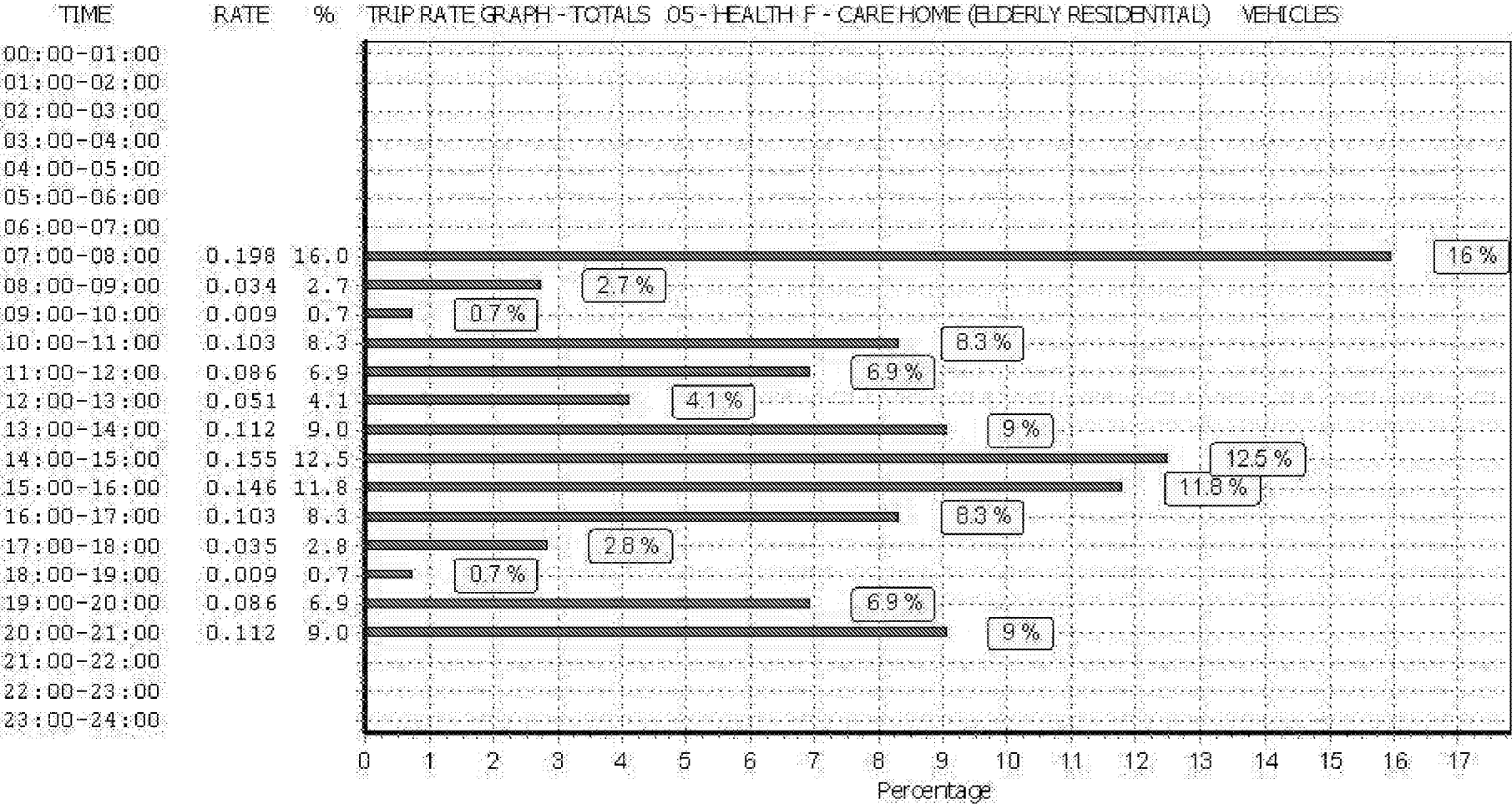
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix 5

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: Baird's Farm Shop 2018 Update.arc8

Path: O:\5500s\5522 - Land to the Rear of Bairds Farm Shop,\Junction Analysis

Report generation date: 20/03/2018 15:54:27

- * (Default Analysis Set) - 2017 Base, Weekday AM
- * (Default Analysis Set) - 2017 Base, Weekday PM
- * (Default Analysis Set) - 2017 Base, Saturday
- * (Default Analysis Set) - 2017 Base + Development, Weekday AM
- * (Default Analysis Set) - 2017 Base + Development, Weekday PM
- * (Default Analysis Set) - 2017 Base + Development, Saturday
- * (Default Analysis Set) - 2023 Base, Weekday AM
- * (Default Analysis Set) - 2023 Base, Weekday PM
- * (Default Analysis Set) - 2023 Base, Saturday
- * (Default Analysis Set) - 2023 Base + Development, Weekday AM
- * (Default Analysis Set) - 2023 Base + Development, Weekday PM
- * (Default Analysis Set) - 2023 Base + Development, Saturday

Summary of junction performance

	Weekday AM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2017 Base				
Stream B-AC	0.00	0.00	0.00	A
Stream C-AB	0.01	9.02	0.01	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2017 Base, Weekday AM" model duration: 07:45 - 09:15

"D2 - 2017 Base, Weekday PM" model duration: 16:45 - 18:15

"D3 - 2017 Base, Saturday" model duration: 13:45 - 15:15

"D4 - 2017 Base + Development, Weekday AM" model duration: 07:45 - 09:15

"D5 - 2017 Base + Development, Weekday PM" model duration: 16:45 - 18:15

"D6 - 2017 Base + Development, Saturday" model duration: 13:45 - 15:15

"D7 - 2023 Base, Weekday AM" model duration: 07:45 - 09:15

"D8 - 2023 Base, Weekday PM" model duration: 16:45 - 18:15

"D9 - 2023 Base, Saturday" model duration: 13:45 - 15:15

"D10 - 2023 Base + Development, Weekday AM" model duration: 07:45 - 09:15

"D11 - 2023 Base + Development, Weekday PM" model duration: 16:45 - 18:15

"D12 - 2023 Base + Development, Saturday" model duration: 13:45 - 15:15

Run using Junctions 8.0.4.487 at 20/03/2018 15:54:24

File summary

Title	(untitled)
Location	
Site Number	
Date	31/01/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	bspringett
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2017 Base, Weekday AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base, Weekday AM	2017 Base	Weekday AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	9.02	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	980.00	100.000
Site Access	ONE HOUR	✓	0.00	100.000
Crookthorn Lane West	ONE HOUR	✓	892.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.000	2.000	978.000
	Site Access	0.000	0.000	0.000
	Crookthorn Lane West	890.000	2.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.00	0.00	1.00
	Site Access	0.33	0.33	0.33
	Crookthorn Lane West	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	1.000	1.005	1.045
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.035	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.0	0.5	4.5
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	3.5	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.01	9.02	0.01	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	285.72	0.000	0.00	0.000	A
C-AB	1.51	1.49	0.00	496.59	0.003	0.00	7.270	A
C-A	670.04	670.04	0.00	-	-	-	-	-
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	736.29	736.29	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	231.86	0.000	0.00	0.000	A
C-AB	1.80	1.79	0.00	456.55	0.004	0.00	7.916	A
C-A	800.09	800.09	0.00	-	-	-	-	-
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	879.20	879.20	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	149.06	0.000	0.00	0.000	A
C-AB	2.20	2.20	0.00	401.19	0.005	0.01	9.022	A
C-A	979.91	979.91	0.00	-	-	-	-	-
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	1076.80	1076.80	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	149.05	0.000	0.00	0.000	A
C-AB	2.20	2.20	0.00	401.19	0.005	0.01	9.022	A
C-A	979.91	979.91	0.00	-	-	-	-	-
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	1076.80	1076.80	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	231.85	0.000	0.00	0.000	A
C-AB	1.80	1.80	0.00	456.55	0.004	0.00	7.916	A
C-A	800.09	800.09	0.00	-	-	-	-	-
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	879.20	879.20	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	285.72	0.000	0.00	0.000	A
C-AB	1.51	1.51	0.00	496.59	0.003	0.00	7.273	A
C-A	670.04	670.04	0.00	-	-	-	-	-
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	736.29	736.29	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Base, Weekday PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base, Weekday PM	2017 Base	Weekday PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	11.74	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	1326.00	100.000
Site Access	ONE HOUR	✓	4.00	100.000
Crookthorn Lane West	ONE HOUR	✓	1019.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.000	1.000	1325.000
	Site Access	0.000	0.000	4.000
	Crookthorn Lane West	1017.000	2.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.00	0.00	1.00
	Site Access	0.00	0.00	1.00
	Crookthorn Lane West	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	1.000	1.000	1.009
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.016	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.0	0.0	0.9
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	1.6	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.01	11.74	0.01	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: {16:45-17:00}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	216.57	0.000	0.00	0.000	A
C-AB	1.51	1.49	0.00	433.35	0.003	0.00	8.335	A
C-A	765.65	765.65	0.00	-	-	-	-	-
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	997.53	997.53	0.00	-	-	-	-	-

Main results: {17:00-17:15}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	141.67	0.000	0.00	0.000	A
C-AB	1.80	1.79	0.00	381.04	0.005	0.00	9.492	A
C-A	914.26	914.26	0.00	-	-	-	-	-
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	1191.15	1191.15	0.00	-	-	-	-	-

Main results: {17:15-17:30}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	8.17	0.000	0.00	0.000	A
C-AB	2.20	2.19	0.00	308.70	0.007	0.01	11.744	B
C-A	1119.74	1119.74	0.00	-	-	-	-	-
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	1458.85	1458.85	0.00	-	-	-	-	-

Main results: {17:30-17:45}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	8.16	0.000	0.00	0.000	A
C-AB	2.20	2.20	0.00	308.70	0.007	0.01	11.744	B
C-A	1119.74	1119.74	0.00	-	-	-	-	-
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	1458.85	1458.85	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	141.66	0.000	0.00	0.000	A
C-AB	1.80	1.81	0.00	381.04	0.005	0.00	9.492	A
C-A	914.26	914.26	0.00	-	-	-	-	-
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	1191.15	1191.15	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	216.56	0.000	0.00	0.000	A
C-AB	1.51	1.51	0.00	433.35	0.003	0.00	8.336	A
C-A	765.65	765.65	0.00	-	-	-	-	-
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	997.53	997.53	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Base, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base, Saturday	2017 Base	Saturday		ONE HOUR	13:45	15:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	26.77	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	1046.00	100.000
Site Access	ONE HOUR	✓	37.00	100.000
Crookthorn Lane West	ONE HOUR	✓	1055.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
From	Crookthorn Lane East	0.000	25.000	1021.000
	Site Access	12.000	0.000	25.000
	Crookthorn Lane West	1039.000	16.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
From	Crookthorn Lane East	0.00	0.02	0.98
	Site Access	0.32	0.00	0.68
	Crookthorn Lane West	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
From	Crookthorn Lane East	1.000	1.000	1.010
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.012	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
From	Crookthorn Lane East	0.0	0.0	1.0
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	1.2	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.28	34.18	0.38	D
C-AB	0.04	9.62	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: {13:45-14:00}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	27.86	27.46	0.00	306.96	0.091	0.10	12.862	B
C-AB	12.05	11.95	0.00	490.15	0.025	0.02	7.525	A
C-A	782.21	782.21	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	768.66	768.66	0.00	-	-	-	-	-

Main results: {14:00-14:15}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	33.26	33.05	0.00	247.80	0.134	0.15	16.747	C
C-AB	14.38	14.35	0.00	448.86	0.032	0.03	8.285	A
C-A	934.04	934.04	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	917.86	917.86	0.00	-	-	-	-	-

Main results: {14:15-14:30}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	40.74	39.87	0.00	145.95	0.279	0.37	33.671	D
C-AB	17.62	17.56	0.00	391.76	0.045	0.05	9.619	A
C-A	1143.96	1143.96	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	1124.14	1124.14	0.00	-	-	-	-	-

Main results: {14:30-14:45}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	40.74	40.70	0.00	145.93	0.279	0.38	34.180	D
C-AB	17.62	17.62	0.00	391.76	0.045	0.05	9.621	A
C-A	1143.96	1143.96	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	1124.14	1124.14	0.00	-	-	-	-	-

Main results: (14:45-15:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	33.26	34.14	0.00	247.77	0.134	0.16	16.918	C
C-AB	14.38	14.44	0.00	448.86	0.032	0.03	8.289	A
C-A	934.04	934.04	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	917.86	917.86	0.00	-	-	-	-	-

Main results: (15:00-15:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	27.86	28.08	0.00	306.92	0.091	0.10	12.922	B
C-AB	12.05	12.08	0.00	490.15	0.025	0.03	7.532	A
C-A	782.21	782.21	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	768.66	768.66	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Base + Development, Weekday AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base + Development, Weekday AM	2017 Base + Development	Weekday AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	19.76	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	983.00	100.000
Site Access	ONE HOUR	✓	5.00	100.000
Crookthorn Lane West	ONE HOUR	✓	894.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.000	5.000	978.000
	Site Access	3.000	0.000	2.000
	Crookthorn Lane West	890.000	4.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.00	0.01	0.99
	Site Access	0.60	0.00	0.40
	Crookthorn Lane West	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	1.000	1.003	1.045
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.035	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.0	0.3	4.5
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	3.5	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	28.30	0.04	D
C-AB	0.01	9.09	0.01	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	3.76	3.71	0.00	267.50	0.014	0.01	13.644	B
C-AB	3.01	2.99	0.00	495.99	0.006	0.01	7.301	A
C-A	670.04	670.04	0.00	-	-	-	-	-
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	736.29	736.29	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	4.49	4.47	0.00	213.58	0.021	0.02	17.213	C
C-AB	3.60	3.59	0.00	455.83	0.008	0.01	7.960	A
C-A	800.09	800.09	0.00	-	-	-	-	-
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	879.20	879.20	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	5.51	5.42	0.00	132.73	0.041	0.04	28.258	D
C-AB	4.40	4.39	0.00	400.30	0.011	0.01	9.092	A
C-A	979.91	979.91	0.00	-	-	-	-	-
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	1076.80	1076.80	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	5.51	5.50	0.00	132.73	0.041	0.04	28.295	D
C-AB	4.40	4.40	0.00	400.30	0.011	0.01	9.092	A
C-A	979.91	979.91	0.00	-	-	-	-	-
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	1076.80	1076.80	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	4.49	4.58	0.00	213.58	0.021	0.02	17.231	C
C-AB	3.60	3.61	0.00	455.83	0.008	0.01	7.962	A
C-A	800.09	800.09	0.00	-	-	-	-	-
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	879.20	879.20	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	3.76	3.79	0.00	267.49	0.014	0.01	13.655	B
C-AB	3.01	3.02	0.00	495.99	0.006	0.01	7.301	A
C-A	670.04	670.04	0.00	-	-	-	-	-
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	736.29	736.29	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Base + Development, Weekday PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base + Development, Weekday PM	2017 Base + Development	Weekday PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	445.47	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	1328.00	100.000
Site Access	ONE HOUR	✓	10.00	100.000
Crookthorn Lane West	ONE HOUR	✓	1021.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.000	3.000	1325.000
	Site Access	3.000	0.000	7.000
	Crookthorn Lane West	1017.000	4.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.00	0.00	1.00
	Site Access	0.30	0.00	0.70
	Crookthorn Lane West	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	1.000	1.000	1.009
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.016	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.0	0.0	0.9
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	1.6	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.04	618.92	1.99	F
C-AB	0.01	11.85	0.01	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	7.53	7.41	0.00	259.26	0.029	0.03	14.289	B
C-AB	3.01	2.98	0.00	432.95	0.007	0.01	8.372	A
C-A	765.65	765.65	0.00	-	-	-	-	-
A-B	2.26	2.26	0.00	-	-	-	-	-
A-C	997.53	997.53	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	8.99	8.90	0.00	182.19	0.049	0.05	20.763	C
C-AB	3.60	3.59	0.00	380.56	0.009	0.01	9.549	A
C-A	914.26	914.26	0.00	-	-	-	-	-
A-B	2.70	2.70	0.00	-	-	-	-	-
A-C	1191.15	1191.15	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	11.01	6.08	0.00	10.63	1.038	1.28	618.919	F
C-AB	4.40	4.38	0.00	308.11	0.014	0.01	11.852	B
C-A	1119.74	1119.74	0.00	-	-	-	-	-
A-B	3.30	3.30	0.00	-	-	-	-	-
A-C	1458.85	1458.85	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	11.01	8.18	0.00	10.61	1.038	1.99	484.838	F
C-AB	4.40	4.40	0.00	308.11	0.014	0.01	11.852	B
C-A	1119.74	1119.74	0.00	-	-	-	-	-
A-B	3.30	3.30	0.00	-	-	-	-	-
A-C	1458.85	1458.85	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	8.99	16.74	0.00	182.18	0.049	0.05	22.721	C
C-AB	3.60	3.61	0.00	380.56	0.009	0.01	9.550	A
C-A	914.26	914.26	0.00	-	-	-	-	-
A-B	2.70	2.70	0.00	-	-	-	-	-
A-C	1191.15	1191.15	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	7.53	7.62	0.00	259.25	0.029	0.03	14.313	B
C-AB	3.01	3.02	0.00	432.95	0.007	0.01	8.374	A
C-A	765.65	765.65	0.00	-	-	-	-	-
A-B	2.26	2.26	0.00	-	-	-	-	-
A-C	997.53	997.53	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Base + Development, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base + Development, Saturday	2017 Base + Development	Saturday		ONE HOUR	13:45	15:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	27.63	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	1050.00	100.000
Site Access	ONE HOUR	✓	40.00	100.000
Crookthorn Lane West	ONE HOUR	✓	1058.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.000	29.000	1021.000
	Site Access	13.000	0.000	27.000
	Crookthorn Lane West	1039.000	19.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.00	0.03	0.97
	Site Access	0.33	0.00	0.68
	Crookthorn Lane West	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	1.000	1.000	1.010
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.012	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.0	0.0	1.0
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	1.2	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.31	36.13	0.43	E
C-AB	0.05	9.74	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: {13:45-14:00}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	30.11	29.68	0.00	305.93	0.098	0.11	13.013	B
C-AB	14.30	14.18	0.00	489.34	0.029	0.03	7.574	A
C-A	782.21	782.21	0.00	-	-	-	-	-
A-B	21.83	21.83	0.00	-	-	-	-	-
A-C	768.66	768.66	0.00	-	-	-	-	-

Main results: {14:00-14:15}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	35.96	35.72	0.00	246.39	0.146	0.17	17.068	C
C-AB	17.08	17.04	0.00	447.89	0.038	0.04	8.355	A
C-A	934.04	934.04	0.00	-	-	-	-	-
A-B	26.07	26.07	0.00	-	-	-	-	-
A-C	917.86	917.86	0.00	-	-	-	-	-

Main results: {14:15-14:30}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	44.04	43.03	0.00	143.55	0.307	0.42	35.472	E
C-AB	20.92	20.85	0.00	390.58	0.054	0.06	9.736	A
C-A	1143.96	1143.96	0.00	-	-	-	-	-
A-B	31.93	31.93	0.00	-	-	-	-	-
A-C	1124.14	1124.14	0.00	-	-	-	-	-

Main results: {14:30-14:45}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	44.04	44.00	0.00	143.52	0.307	0.43	36.127	E
C-AB	20.92	20.92	0.00	390.58	0.054	0.06	9.738	A
C-A	1143.96	1143.96	0.00	-	-	-	-	-
A-B	31.93	31.93	0.00	-	-	-	-	-
A-C	1124.14	1124.14	0.00	-	-	-	-	-

Main results: (14:45-15:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	35.96	36.98	0.00	246.36	0.146	0.17	17.273	C
C-AB	17.08	17.15	0.00	447.89	0.038	0.04	8.358	A
C-A	934.04	934.04	0.00	-	-	-	-	-
A-B	26.07	26.07	0.00	-	-	-	-	-
A-C	917.86	917.86	0.00	-	-	-	-	-

Main results: (15:00-15:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	30.11	30.37	0.00	305.89	0.098	0.11	13.080	B
C-AB	14.30	14.34	0.00	489.34	0.029	0.03	7.581	A
C-A	782.21	782.21	0.00	-	-	-	-	-
A-B	21.83	21.83	0.00	-	-	-	-	-
A-C	768.66	768.66	0.00	-	-	-	-	-

(Default Analysis Set) - 2023 Base, Weekday AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2023 Base, Weekday AM	2023 Base	Weekday AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	9.61	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	1059.00	100.000
Site Access	ONE HOUR	✓	0.00	100.000
Crookthorn Lane West	ONE HOUR	✓	964.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.000	2.000	1057.000
	Site Access	0.000	0.000	0.000
	Crookthorn Lane West	962.000	2.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.00	0.00	1.00
	Site Access	0.33	0.33	0.33
	Crookthorn Lane West	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	1.000	1.005	1.045
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.035	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.0	0.5	4.5
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	3.5	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.01	9.61	0.01	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	263.79	0.000	0.00	0.000	A
C-AB	1.51	1.49	0.00	479.96	0.003	0.00	7.523	A
C-A	724.24	724.24	0.00	-	-	-	-	-
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	795.77	795.77	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	203.53	0.000	0.00	0.000	A
C-AB	1.80	1.79	0.00	436.69	0.004	0.00	8.277	A
C-A	864.82	864.82	0.00	-	-	-	-	-
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	950.22	950.22	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	107.62	0.000	0.00	0.000	A
C-AB	2.20	2.20	0.00	376.86	0.006	0.01	9.608	A
C-A	1059.18	1059.18	0.00	-	-	-	-	-
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	1163.78	1163.78	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	107.62	0.000	0.00	0.000	A
C-AB	2.20	2.20	0.00	376.86	0.006	0.01	9.608	A
C-A	1059.18	1059.18	0.00	-	-	-	-	-
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	1163.78	1163.78	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	203.53	0.000	0.00	0.000	A
C-AB	1.80	1.80	0.00	436.69	0.004	0.00	8.277	A
C-A	864.82	864.82	0.00	-	-	-	-	-
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	950.22	950.22	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	263.78	0.000	0.00	0.000	A
C-AB	1.51	1.51	0.00	479.96	0.003	0.00	7.523	A
C-A	724.24	724.24	0.00	-	-	-	-	-
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	795.77	795.77	0.00	-	-	-	-	-

(Default Analysis Set) - 2023 Base, Weekday PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2023 Base, Weekday PM	2023 Base	Weekday PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	13.06	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	1430.00	100.000
Site Access	ONE HOUR	✓	4.00	100.000
Crookthorn Lane West	ONE HOUR	✓	1099.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.000	1.000	1429.000
	Site Access	0.000	0.000	4.000
	Crookthorn Lane West	1097.000	2.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.00	0.00	1.00
	Site Access	0.00	0.00	1.00
	Crookthorn Lane West	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	1.000	1.000	1.009
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.030	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.0	0.0	0.9
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	3.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.01	13.06	0.01	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	185.84	0.000	0.00	0.000	A
C-AB	1.51	1.49	0.00	412.21	0.004	0.00	8.765	A
C-A	825.88	825.88	0.00	-	-	-	-	-
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	1075.83	1075.83	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	98.14	0.000	0.00	0.000	A
C-AB	1.80	1.79	0.00	355.79	0.005	0.01	10.169	B
C-A	986.18	986.18	0.00	-	-	-	-	-
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	1284.64	1284.64	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-AB	2.20	2.19	0.00	277.78	0.008	0.01	13.062	B
C-A	1207.82	1207.82	0.00	-	-	-	-	-
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	1573.36	1573.36	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-AB	2.20	2.20	0.00	277.78	0.008	0.01	13.062	B
C-A	1207.82	1207.82	0.00	-	-	-	-	-
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	1573.36	1573.36	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	98.13	0.000	0.00	0.000	A
C-AB	1.80	1.81	0.00	355.79	0.005	0.01	10.169	B
C-A	986.18	986.18	0.00	-	-	-	-	-
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	1284.64	1284.64	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	185.83	0.000	0.00	0.000	A
C-AB	1.51	1.51	0.00	412.21	0.004	0.00	8.766	A
C-A	825.88	825.88	0.00	-	-	-	-	-
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	1075.83	1075.83	0.00	-	-	-	-	-

(Default Analysis Set) - 2023 Base, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2023 Base, Saturday	2023 Base	Saturday		ONE HOUR	13:45	15:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	58.97	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	1128.00	100.000
Site Access	ONE HOUR	✓	37.00	100.000
Crookthorn Lane West	ONE HOUR	✓	1139.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.000	25.000	1103.000
	Site Access	12.000	0.000	25.000
	Crookthorn Lane West	1123.000	16.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.00	0.02	0.98
	Site Access	0.32	0.00	0.68
	Crookthorn Lane West	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	1.000	1.000	1.010
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.012	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.0	0.0	1.0
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	1.2	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.47	77.15	0.82	F
C-AB	0.05	10.29	0.05	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: {13:45-14:00}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	27.86	27.43	0.00	283.73	0.098	0.11	14.024	B
C-AB	12.05	11.94	0.00	473.42	0.025	0.03	7.799	A
C-A	845.45	845.45	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	830.40	830.40	0.00	-	-	-	-	-

Main results: {14:00-14:15}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	33.26	32.98	0.00	215.53	0.154	0.18	19.658	C
C-AB	14.38	14.35	0.00	428.88	0.034	0.03	8.684	A
C-A	1009.55	1009.55	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	991.57	991.57	0.00	-	-	-	-	-

Main results: {14:15-14:30}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	40.74	38.37	0.00	86.73	0.470	0.77	71.508	F
C-AB	17.62	17.55	0.00	367.30	0.048	0.05	10.292	B
C-A	1236.45	1236.45	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	1214.43	1214.43	0.00	-	-	-	-	-

Main results: {14:30-14:45}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	40.74	40.53	0.00	86.69	0.470	0.82	77.158	F
C-AB	17.62	17.62	0.00	367.30	0.048	0.05	10.294	B
C-A	1236.45	1236.45	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	1214.43	1214.43	0.00	-	-	-	-	-

Main results: (14:45-15:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	33.26	35.80	0.00	215.50	0.154	0.19	20.296	C
C-AB	14.38	14.44	0.00	428.88	0.034	0.04	8.689	A
C-A	1009.55	1009.55	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	991.57	991.57	0.00	-	-	-	-	-

Main results: (15:00-15:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	27.86	28.16	0.00	283.69	0.098	0.11	14.106	B
C-AB	12.05	12.08	0.00	473.42	0.025	0.03	7.803	A
C-A	845.45	845.45	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	830.40	830.40	0.00	-	-	-	-	-

(Default Analysis Set) - 2023 Base + Development, Weekday AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2023 Base + Development, Weekday AM	2023 Base + Development	Weekday AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	28.90	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	1060.00	100.000
Site Access	ONE HOUR	✓	10.00	100.000
Crookthorn Lane West	ONE HOUR	✓	1101.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.000	3.000	1057.000
	Site Access	3.000	0.000	7.000
	Crookthorn Lane West	1097.000	4.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.00	0.00	1.00
	Site Access	0.30	0.00	0.70
	Crookthorn Lane West	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	1.000	1.003	1.045
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.035	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.0	0.3	4.5
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	3.5	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	36.59	0.11	E
C-AB	0.01	9.67	0.01	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	7.53	7.43	0.00	296.29	0.025	0.03	12.458	B
C-AB	3.01	2.99	0.00	479.76	0.006	0.01	7.550	A
C-A	825.88	825.88	0.00	-	-	-	-	-
A-B	2.26	2.26	0.00	-	-	-	-	-
A-C	795.77	795.77	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	8.99	8.93	0.00	231.11	0.039	0.04	16.199	C
C-AB	3.60	3.59	0.00	436.45	0.008	0.01	8.316	A
C-A	986.18	986.18	0.00	-	-	-	-	-
A-B	2.70	2.70	0.00	-	-	-	-	-
A-C	950.22	950.22	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	11.01	10.74	0.00	109.38	0.101	0.11	36.403	E
C-AB	4.40	4.39	0.00	376.57	0.012	0.01	9.672	A
C-A	1207.82	1207.82	0.00	-	-	-	-	-
A-B	3.30	3.30	0.00	-	-	-	-	-
A-C	1163.78	1163.78	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	11.01	11.00	0.00	109.37	0.101	0.11	36.587	E
C-AB	4.40	4.40	0.00	376.57	0.012	0.01	9.672	A
C-A	1207.82	1207.82	0.00	-	-	-	-	-
A-B	3.30	3.30	0.00	-	-	-	-	-
A-C	1163.78	1163.78	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	8.99	9.26	0.00	231.10	0.039	0.04	16.246	C
C-AB	3.60	3.61	0.00	436.45	0.008	0.01	8.318	A
C-A	986.18	986.18	0.00	-	-	-	-	-
A-B	2.70	2.70	0.00	-	-	-	-	-
A-C	950.22	950.22	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	7.53	7.59	0.00	296.29	0.025	0.03	12.471	B
C-AB	3.01	3.02	0.00	479.76	0.006	0.01	7.550	A
C-A	825.88	825.88	0.00	-	-	-	-	-
A-B	2.26	2.26	0.00	-	-	-	-	-
A-C	795.77	795.77	0.00	-	-	-	-	-

(Default Analysis Set) - 2023 Base + Development, Weekday PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2023 Base + Development, Weekday PM	2023 Base + Development	Weekday PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	949.58	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	1456.00	100.000
Site Access	ONE HOUR	✓	27.00	100.000
Crookthorn Lane West	ONE HOUR	✓	1115.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.000	27.000	1429.000
	Site Access	15.000	0.000	12.000
	Crookthorn Lane West	1097.000	18.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.00	0.02	0.98
	Site Access	0.56	0.00	0.44
	Crookthorn Lane West	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	1.000	1.000	1.009
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.030	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.0	0.0	0.9
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	3.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	9999999999.00	1573.05	15.25	F
C-AB	0.07	14.38	0.08	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: {16:45-17:00}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	20.33	19.80	0.00	170.48	0.119	0.13	23.812	C
C-AB	13.55	13.42	0.00	406.98	0.033	0.03	9.144	A
C-A	825.88	825.88	0.00	-	-	-	-	-
A-B	20.33	20.33	0.00	-	-	-	-	-
A-C	1075.83	1075.83	0.00	-	-	-	-	-

Main results: {17:00-17:15}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	24.27	23.27	0.00	82.37	0.295	0.38	59.979	F
C-AB	16.18	16.13	0.00	349.54	0.046	0.05	10.796	B
C-A	986.18	986.18	0.00	-	-	-	-	-
A-B	24.27	24.27	0.00	-	-	-	-	-
A-C	1284.64	1284.64	0.00	-	-	-	-	-

Main results: {17:15-17:30}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	29.73	0.00	0.00	0.00	999999999.000	7.81	1573.052	F
C-AB	19.82	19.70	0.00	270.12	0.073	0.08	14.370	B
C-A	1207.82	1207.82	0.00	-	-	-	-	-
A-B	29.73	29.73	0.00	-	-	-	-	-
A-C	1573.36	1573.36	0.00	-	-	-	-	-

Main results: {17:30-17:45}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	29.73	0.00	0.00	0.00	999999999.000	15.25	-5964.140	?
C-AB	19.82	19.82	0.00	270.12	0.073	0.08	14.381	B
C-A	1207.82	1207.82	0.00	-	-	-	-	-
A-B	29.73	29.73	0.00	-	-	-	-	-
A-C	1573.36	1573.36	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	24.27	77.22	0.00	82.29	0.295	2.01	419.537	F
C-AB	16.18	16.30	0.00	349.54	0.046	0.05	10.808	B
C-A	986.18	986.18	0.00	-	-	-	-	-
A-B	24.27	24.27	0.00	-	-	-	-	-
A-C	1284.64	1284.64	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	20.33	27.80	0.00	170.42	0.119	0.14	26.461	D
C-AB	13.55	13.61	0.00	406.98	0.033	0.03	9.154	A
C-A	825.88	825.88	0.00	-	-	-	-	-
A-B	20.33	20.33	0.00	-	-	-	-	-
A-C	1075.83	1075.83	0.00	-	-	-	-	-

(Default Analysis Set) - 2023 Base + Development, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2023 Base + Development, Saturday	2023 Base + Development	Saturday		ONE HOUR	13:45	15:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Baird's Farm Shop Access	T-Junction	Two-way	A,B,C	65.44	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Crookthorn Lane East	A	Crookthorn Lane East		Major
Site Access	B	Site Access		Minor
Crookthorn Lane West	C	Crookthorn Lane West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Crookthorn Lane West	6.40		0.00	✓	2.70	160.00	✓	9.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	2.20										46	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474.617	0.085	0.215	0.135	0.307
1	B-C	601.471	0.091	0.229	-	-
1	C-B	702.896	0.268	0.268	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Crookthorn Lane East	ONE HOUR	✓	1132.00	100.000
Site Access	ONE HOUR	✓	40.00	100.000
Crookthorn Lane West	ONE HOUR	✓	1142.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.000	29.000	1103.000
	Site Access	13.000	0.000	27.000
	Crookthorn Lane West	1123.000	19.000	0.000

Turning Proportions (Veh) - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.00	0.03	0.97
	Site Access	0.33	0.00	0.68
	Crookthorn Lane West	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	1.000	1.000	1.010
	Site Access	1.000	1.000	1.000
	Crookthorn Lane West	1.012	1.000	1.000

Heavy Vehicle Percentages - Baird's Farm Shop Access (for whole period)

	To			
		Crookthorn Lane East	Site Access	Crookthorn Lane West
	From			
	Crookthorn Lane East	0.0	0.0	1.0
	Site Access	0.0	0.0	0.0
	Crookthorn Lane West	1.2	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.53	88.83	1.01	F
C-AB	0.06	10.43	0.06	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: {13:45-14:00}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	30.11	29.65	0.00	282.64	0.107	0.12	14.205	B
C-AB	14.30	14.18	0.00	472.62	0.030	0.03	7.851	A
C-A	845.45	845.45	0.00	-	-	-	-	-
A-B	21.83	21.83	0.00	-	-	-	-	-
A-C	830.40	830.40	0.00	-	-	-	-	-

Main results: {14:00-14:15}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	35.96	35.64	0.00	213.97	0.168	0.20	20.151	C
C-AB	17.08	17.04	0.00	427.92	0.040	0.04	8.760	A
C-A	1009.55	1009.55	0.00	-	-	-	-	-
A-B	26.07	26.07	0.00	-	-	-	-	-
A-C	991.57	991.57	0.00	-	-	-	-	-

Main results: {14:15-14:30}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	44.04	41.10	0.00	83.70	0.526	0.93	80.043	F
C-AB	20.92	20.84	0.00	366.12	0.057	0.06	10.424	B
C-A	1236.45	1236.45	0.00	-	-	-	-	-
A-B	31.93	31.93	0.00	-	-	-	-	-
A-C	1214.43	1214.43	0.00	-	-	-	-	-

Main results: {14:30-14:45}

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	44.04	43.73	0.00	83.65	0.526	1.01	88.828	F
C-AB	20.92	20.92	0.00	366.12	0.057	0.06	10.428	B
C-A	1236.45	1236.45	0.00	-	-	-	-	-
A-B	31.93	31.93	0.00	-	-	-	-	-
A-C	1214.43	1214.43	0.00	-	-	-	-	-

Main results: (14:45-15:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	35.96	39.17	0.00	213.93	0.168	0.21	20.947	C
C-AB	17.08	17.15	0.00	427.92	0.040	0.04	8.766	A
C-A	1009.55	1009.55	0.00	-	-	-	-	-
A-B	26.07	26.07	0.00	-	-	-	-	-
A-C	991.57	991.57	0.00	-	-	-	-	-

Main results: (15:00-15:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	30.11	30.46	0.00	282.59	0.107	0.12	14.296	B
C-AB	14.30	14.35	0.00	472.62	0.030	0.03	7.857	A
C-A	845.45	845.45	0.00	-	-	-	-	-
A-B	21.83	21.83	0.00	-	-	-	-	-
A-C	830.40	830.40	0.00	-	-	-	-	-

Appendix 6

Crookthorn Lane, Climping – West Sussex – Cole Easdon

Collision report 01/01/2013 – 31/12/2017

Date produced
04 April 2018

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.



Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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

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

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

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

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

1302802 Friday A259 CROOKTHORN LANE Veh 1 Car Turning right N to W
 31/05/2013 CLIMPING AT JUNCTION OF U Veh 2 Car Wait to turn left N to E Dri F 59 Slight
R1: A 259 1015hrs CHURCH LANE Veh 2 Car Wait to turn left N to E FSP M 48 Slight
R2: U Daylight: street lights present
E 500,447 Dry
N 101,937 Fine without high winds
 40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Possible
 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. DRIVER VEHICLE 1 DROVE OFF - IT IS BELIEVED IN THE DIRECTION OF BOGNOR (WEST)

1304447 Sunday A259 CROOKTHORN LANE Veh 1 Car Turning right N to W
 25/08/2013 LITTLEHAMPTON AT JUNCTION OF Veh 2 M/C > 500 cc Going ahead W to E Dri M 48 Fatal
R1: A 259 1357hrs B2233 YAPTON ROAD
R2: B 2233 Daylight: street lights present
E 499,712 Dry
N 101,670 Fine without high winds
 40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Nervous/Uncertain/Panic Vehicle 1 Possible
2nd: Failed to look properly Vehicle 1 Possible
3rd: Impaired by drugs (illicit or medicinal) Vehicle 1 Possible
4th: Careless/Reckless/In a hurry Vehicle 2 Possible
5th: Exceeding speed limit Vehicle 2 Possible
 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 MOT ORCAR. FATAL INJURIES SUFFERED TO THE RIDER OF V2

1400243 Monday A259 CROOKTHORN LANE Veh 1 Car Turning right N to W
 06/01/2014 CLIMPING AT JUNCTION OF U Veh 2 Pedal cycle Going ahead S to N Dri M 63 Slight
R1: A 259 1145hrs CHURCH LANE
R2: U Daylight: street lights present
E 500,412 Dry
N 101,910 Fine without high winds
 50 mph

Causation Factor: **Participant:** **Confidence:**
1st: Careless/Reckless/In a hurry Vehicle 1 Possible
 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.

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

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

1400267 Tuesday B2233 YAPTON ROAD CLIMPING AT JUNCTION OF A259 CROOKTHORN LANE OUTSIDE THE OYSTER
R1: B 2233 14/01/2014 0630hrs
R2: A 259 Darkness: no street lighting
E 499,732 Wet/Damp
N 101,694 Raining without high winds 40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Possible
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

1404974 Sunday A259 CROOKTHORN LANE CLIMPING 100M EAST OF U CLIMPING STREET OUTSIDE BAIRDS
R1: A 259 24/08/2014 1435hrs
Daylight: street lights present
E 499,934 Dry
N 101,792 Fine without high winds 40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
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.

1406538 Thursday A259 CROOKTHORN LANE YAPTON 67M WEST OF B2233 YAPTON ROAD
R1: A 259 06/11/2014 0615hrs
Darkness: no street lighting
E 499,659 Frost/Ice
N 101,664 Fine without high winds 40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Passing too close to cyclist, horse rider or pedestrian Vehicle 1 Very Likely
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.

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

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

1407039 Monday A259 GREVATTS LANE CLIMPING 25M WEST OF B2233 YAPTON ROAD Veh 1 Car Going ahead E to W Dri M 23 Slight
01/12/2014
R1: A 259 0025hrs
Darkness: no street lighting
E 499,699 Wet/Damp
N 101,667 Raining without high winds
40 mph

Causation Factor:

1st: Loss of control
2nd: Exceeding speed limit
3rd: Fatigue

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

V1 WESTBOUND WHEN DRIVER HAS LOST CONTROL. CROSSED ONTO OPPOSITE SIDE OF THE CARRIAGEWAY. REAR NEARSIDE 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 NEARSIDE, STRUCK A TREE AND OVERTURNED ONTO THE DRIVERS SIDE.

1506786 Monday A259 CROOKTHORN LANE CLIMPING AT JUNCTION OF U CHURCH LANE Veh 1 Car Turning right N to W
16/11/2015 Veh 2 M/C < 50 cc Going ahead W to E Dri M 16 Slight
R1: A 259 1519hrs
R2: U Daylight: street lights present
E 500,456 Wet/Damp
N 101,948 Fine without high winds
40 mph

Causation Factor:

1st: Failed to look properly
2nd: Careless/Reckless/In a hurry

Participant:

Vehicle 1
Vehicle 2

Confidence:

Very Likely
Possible

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 ROUNDABOUT EAST ALONG THE A259 TOWARDS LITTLEHAMPTON WHEN BOTH COLLIDED.

1600726 Thursday A259 GREVATTS LANE CLIMPING AT JUNCTION OF B2233 YAPTON ROAD Veh 1 Car Going ahead NW to S Dri F 29 Fatal
04/02/2016
R1: A 259 1737hrs
R2: B 2233 Darkness: no street lighting
E 499,730 Dry
N 101,670 Fine without high winds
40 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Distraction in vehicle

Participant:

Vehicle 1
Vehicle 1

Confidence:

Possible
Possible

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.

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

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

1605611 Thursday U CHURCH LANE LITTLEHAMPTON Veh 1 Car Change lane to right N to S
 15/09/2016 AT JUNCTION OF A259 Veh 2 Pedal cycle Wait go ahead held N to S Dri F 68 Slight
R1: U 1745hrs CROOKTHORNE LANE
R2: A 259 Daylight: street lights present
E 500,457 Dry
N 101,954 Fine without high winds
 50 mph

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.

1605679 Monday A259 CLIMPING AT JUNCTION OF U Veh 1 Car Going ahead W to E Dri M 25 Slight
 19/09/2016 CHURCH LANE
R1: A 259 2357hrs
R2: U Darkness: street lights present a
E 500,427 Wet/Damp
N 101,932 Fine without high winds
 30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Poor turn or manoeuvre Vehicle 1 Very Likely
2nd: Impaired by alcohol Vehicle 1 Very Likely
 SINGLE VEHICLE ENTERED ROUNDABOUT MOUNTED CURB HIT CHEVRON AND THEN CONTINUED TO EAST SIDE OF RA HITTING RAILINGS

1605774 Friday A259 CLIMPING AT JUNCTION OF U Veh 1 Car Going ahead E to W
 23/09/2016 CROOKTHORN LANE Veh 2 Pedal cycle Turning right N to W Dri M 55 Slight
R1: A 259 1905hrs
R2: U Darkness: street lights present a
E 500,469 Dry
N 101,930 Fine without high winds
 40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
 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.

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

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

1607617 Friday A259 CROOKTHORN LANE Veh 1 Car Going ahead W to E
R1: A 259 16/12/2016 CLIMPING 50M WEST OF U CHURCH Veh 2 Car Wait go ahead held W to E FSP F 61 Slight
 1035hrs LANE
 Daylight: street lights present
E 500,365 Wet/Damp
N 101,917 Fine without high winds
 40 mph

Causation Factor:

1st: Failed to look properly
2nd: Distraction in vehicle

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Possible

BOTH VEHICLES TRAVELLING EAST IN SLOW MOVING TRAFFIC ON APPROACH TO ROUNDABOUT. DRIVER OF VEH DID NOT SEE VEH STOP AND DROVE INTO THE REAR OF VEH 2. NO EVIDENCE OF BRAKING AT THE SCENE. FRONT SEAT PASSENGER OF VEH 2 SUFFERED LOWER BACK PAIN AND HAD TO BE CUT FROM CAR. ATTENDED SRH A & E, DISCHARGED WITH MUSCULAR SPRAIN.

1701828 Thursday A259 CROOKTHORN LANE Veh 1 Car Going ahead W to E
R1: A 259 30/03/2017 CLIMPING AT JUNCTION OF U Veh 2 Pedal cycle U turn E to E Dri M 47 Serious
 0832hrs CHURCH LANE
R2: U Daylight: street lights present
E 500,444 Dry
N 101,942 Fine without high winds
 40 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

V1 TRAVELLING EASTBOUND ENTERED ONTO R/A AND FAILED TO OBSERVE PEDAL CYCLIST WHO WAS IN THE MIDDLE OF A MANOEUVERE TO COMPLETE A U-TURN ON THE R/A. THE REAR OF V2 CONTACTED WITH V1 CAUSING HIM TO BECOME DISMOUNTED.

1703207 Saturday A259 CROOKTHORN LANE Veh 1 Car Going ahead N to S
R1: A 259 10/06/2017 CLIMPING AT JUNCTION OF U Veh 2 Pedal cycle Going ahead W to E Dri M 33 Slight
 1904hrs CHURCH LANE OUTSIDE ON R/A
R2: U Daylight: street lights present
E 500,450 Dry
N 101,944 Fine without high winds
 40 mph

Causation Factor:

1st: Failed to look properly
2nd: Disobeyed Give Way or Stop sign or markings

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

APPARENTLY VEH 1 APPROACHED THE ROUNDABOUT AND FAILED TO NOTICE VEH 2 THAT WAS ALREADY NEGOTIATING THE R/A. VEH 1 FAILED TO GIVE WAY AND COLLIDED WITH VEH 2.

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection: Notes:
Selected using Manual Selection

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

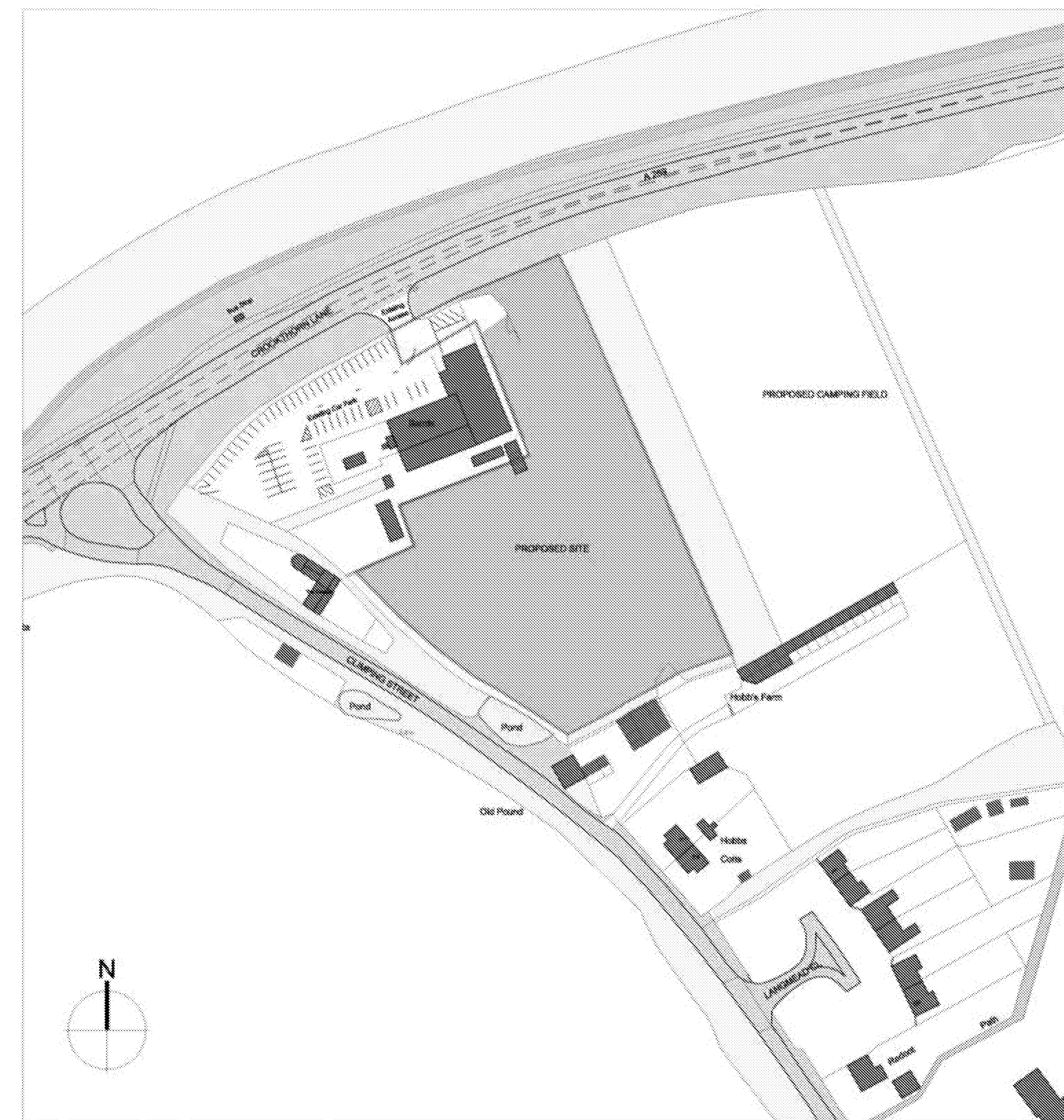
1705454 Wednesday A259 CLIMPING AT JUNCTION OF U Church Lane
27/09/2017 1100hrs
R1: A 259
R2: U Daylight: street lights present
E 500,440 Dry
N 101,935 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
V1 WAITING TO TURN LEFT AT ROUNDABOUT. V2 PEDAL CYCLE ON ROUNDABOUT TURNING RIGHT HEADING NORTH. V1 FAILS TO SEE V2 AND PULLS OUT AND COLLIDES WITH PEDAL CYCLE CAUSING HIM TO COME OFF AND FALL ON THE ROAD.

1706700 Sunday A259 CROOKTHORN LANE
26/11/2017 2320hrs CLIMPING AT JUNCTION OF U Church Lane
R1: A 259
R2: U Darkness: no street lighting
E 500,491 Wet/Damp
N 101,954 Fine without high winds
40 mph

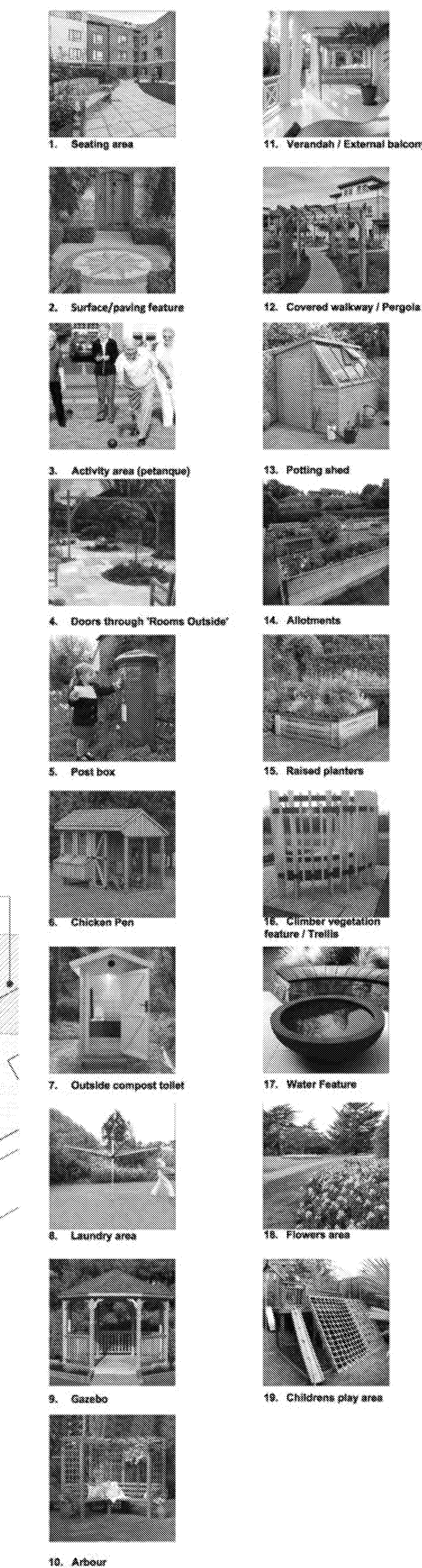
Causation Factor: Participant: Confidence:
1st: Poor turn or manoeuvre Vehicle 1 Possible
2nd: Swerved Vehicle 1 Possible
VEH 1 WAS SEEN BY WITNESS WHO WAS IN FRONT TO BE TRAVELLING EAST BOUND BEHIND WITNESS TRAVELLING AT AROUND 20MPH. ON EXITING THE ROUNDABOUT VEH LOST CONTROL AND SPUN ROUND, FRONT END COLLIDED WITH THE RAILINGS ON THE SIDE OF THE ROAD. UNKNOWN IF CAUSED BY MEDICAL EPISODE. NO SUSPICION OF DRINK DRIVING.

Appendix 7

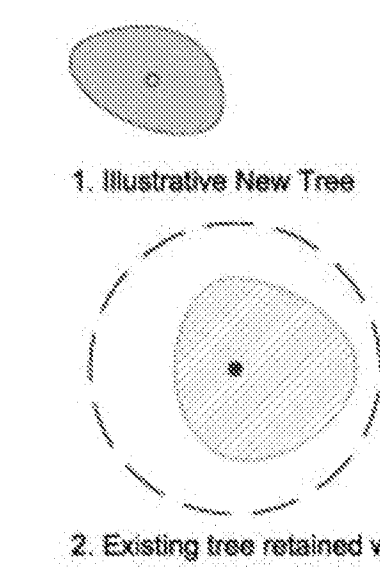
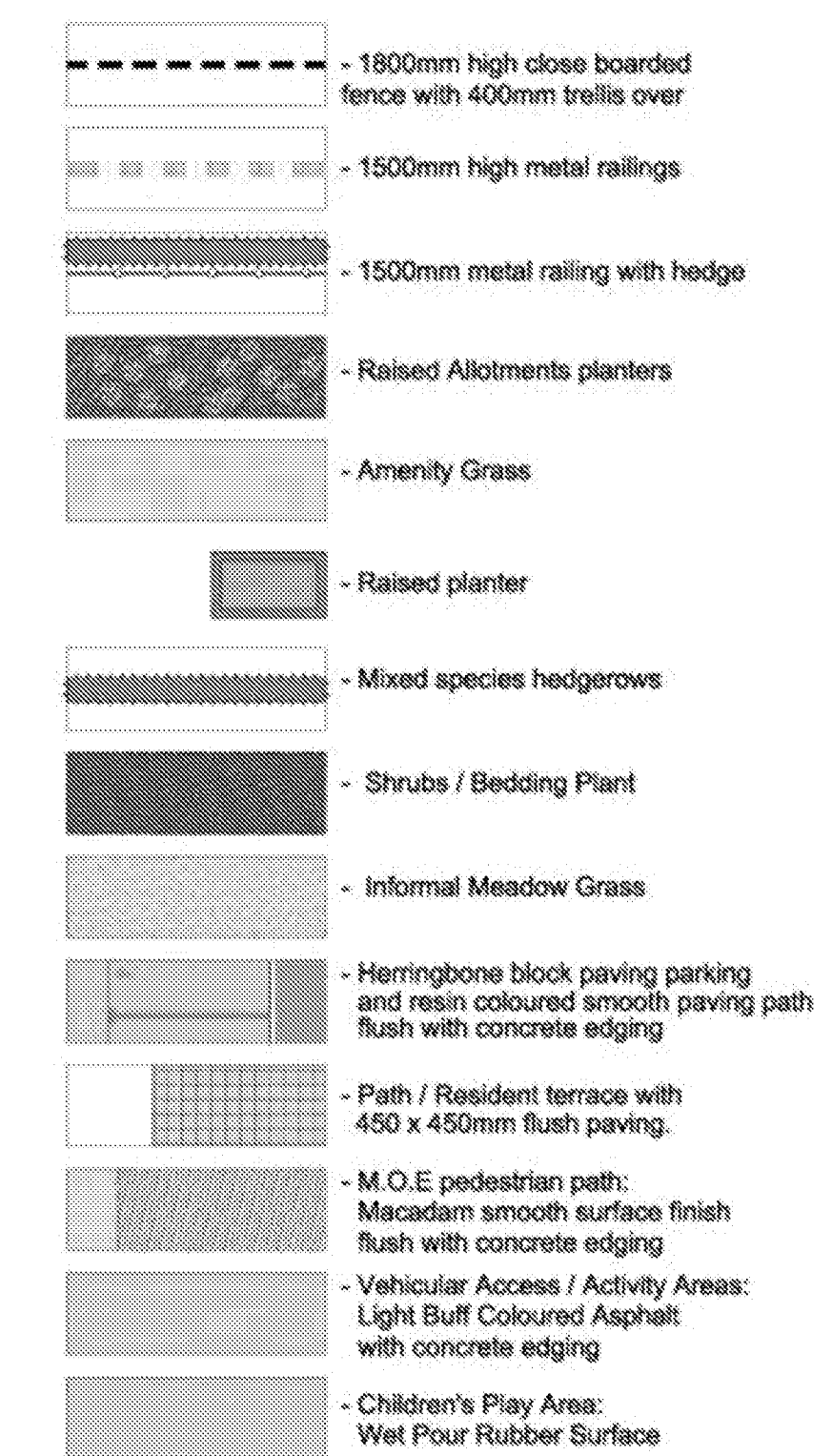


SITE LOCATION PLAN 1:1250

DEMENTIA GARDEN FEATURES

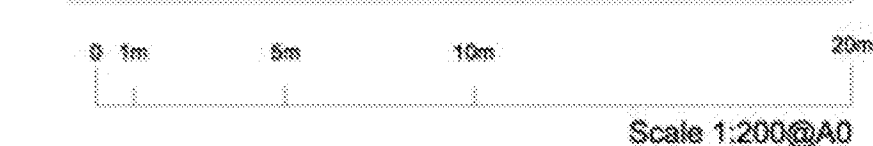


Legend:



ACCOMMODATION SCHEDULE:

Residential Care Home Key:
Site Area (RED Boundary): 0.8427 Hectares
Total Number of Residential Care Beds: 64 No. Beds
Number of Parking: 28 (4 No. disabled)
Number of Cycle Spaces: 12 (6 No. Sheffield Stands)

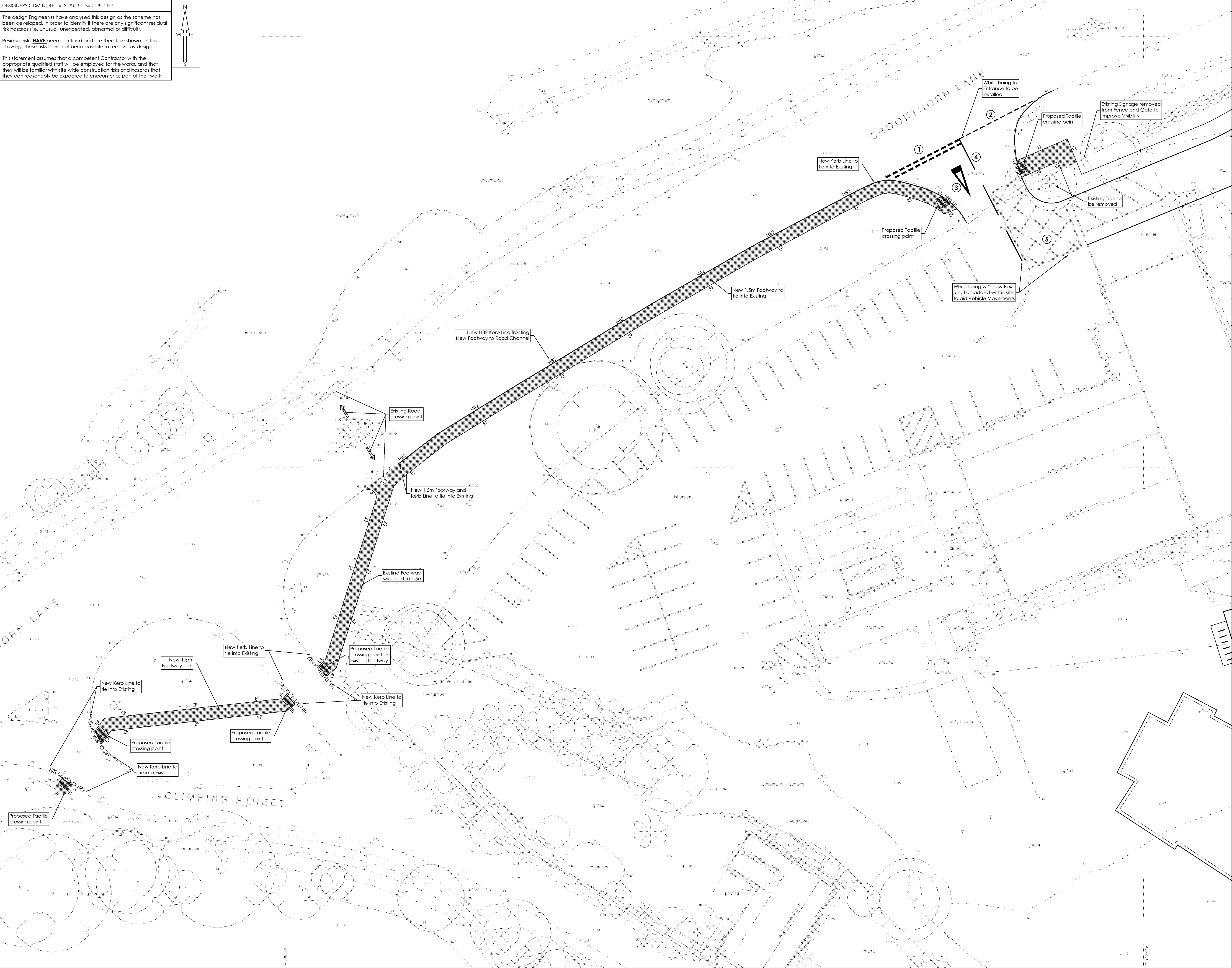
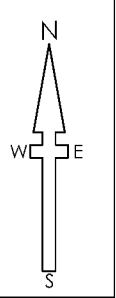


DESIGNERS CDM NOTE - RESIDUAL RISKS IDENTIFIED

The design Engineer(s) have analysed this design as the scheme has been developed, in order to identify if there are any significant residual risk hazards (i.e. unusual, unexpected, abnormal or difficult).

Residual risks **HAVE** been identified and are therefore shown on this drawing. These risks have not been possible to remove by design.

This statement assumes that a competent Contractor with the appropriate qualified staff will be employed for the works, and that they will be familiar with site wide construction risks and hazards that they can reasonably be expected to encounter as part of their work.



Interlock Surveys: 01926 330123
DRG Number: 160783 - Sheets 1 & 2
DRG Number: 180192 - Sheets 1 & 2
Received: 08/03/2018
Received: 23/03/2018

NOTES

- All dimensions and levels are in metres unless otherwise noted
- This drawing is to be read in conjunction with the relevant Architect's/Engineer's drawings, specifications and CDM documentation
- This drawings has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
- This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
- Digital copies of this plan can only be considered accurate if supplied directly by Infrastruct CS Ltd.

Notes:

Road Lining specification TSRGD 2002 & Traffic Signs Manual 2003 Chapter 5:

1

TSRGD diag. 1003
Junction 'GIVE WAY' line
600 mark, 300 gap, 200 width
Colour - White

2

TSRGD diag. 1009
Junction 'GIVE WAY' line
600 mark, 300 gap, 100 width
Colour - White

3

TSRGD diag. 1023
Junction 'GIVE WAY' marking
3750 x 1250, 2100
Colour - White

4

TSRGD diag. 1004
Carriageway Longitudinal 'CENTRE' line
4000 mark, 2000 gap, 100 width
Colour - White

5

TSRGD diag. 1043
Junction 'YELLOW BOX' marking
200 box, 150 hatch, 2000 gap
Colour - Yellow

Kerb Legend			
Kerb Ref	Type	Dimensions	Notes
H&B2	H&B2	125x255	125mm upstand
EF	EF	50x150	Square edged path edging laid flush unless otherwise stated

New Bitmac Footway

P3	SNN	TST	Existing Footway widened to 1.5m	13/04/18
P2	SNN	TST	Junction design amended. Footway Link to the West added	11/04/18
P1	SNN	TST	Initial Issue	28/03/18
REV	DRAWN	CHECK	REVISION COMMENTS	ISSUE DATE

DRAWING TITLE

Highway Improvements

S2 - INFORMATION

PROJECT

Bairds Care Home
Littlehampton
Sussex

CLIENT

BRACKLEY



Infrastruct CS Ltd

SCALE @ A1

1:200

0m

5m

10.0m

PROJECT NUMBER

2868

STATUS

S2

DATE

March 18

ENGINEER

TST

DRAFT

NJ

APPROVED

DJ

PROJECT

BCH

ORIGIN

ICS

PHASE

01

LEVEL

XX

TYPE

DR

ROLE

C

DWG NO

025

REVISION

P3

X:\VCS_jobs\2820_jobs\2868 - Bairds Farm Shop, Crookthorn Lane (Brackley Investments)\01 - Drawings\01 Civil\2868_Highway Improvements.dwg

ARUN DISTRICT COUNCIL CM1618PL

Appendix 8

WEST SUSSEX COUNTY COUNCIL

PRE-APPLICATION ADVICE

DATE: 27th April 2017

FROM: Dominic Smith **TO:** CEC
FAO: Bill Springett

SUBJECT: PRE-019-17

68 bed care home

Bairds Farm Shop, Crookthorn Lane, Climping, West Sussex

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has been consulted for pre-application advice in respect of the proposed development of a 68 bed care home at land adjacent to Baird Farm Shop, Crookthorn Lane. The submission is accompanied by a Technical Note setting out initial network capacity assessment.

The LHA are satisfied with the details submitted in respect of trip generation, and consider this to be a realistic representation of the likely trip rates associated with the development, despite the limited number of surveys available on the TRICS database.

Having reviewed the PICADY assessment associated with the operation of the site access, the LHA concur that the results are anomalous and does not provide a realistic representation of the likely ratio to flow capacity. It is apparent from both the base assessment, and observation of the site access, that the junction operates well within theoretical capacity. In accordance with the WSCC Transport Assessment Methodology, junction testing is only required where input flows are in excess of 30 movements during the course of any hour; it is at this threshold the LHA consider that a material/severe impact may occur.

In this instance, acknowledging the evidence presented in the Transport Note and experience of the existing junction, the LHA are satisfied that the development would not result a severe capacity impact on the operation of the local road network.

In accordance with the WSCC Road Safety Audit, where a development proposal leads to an intensification of 50 or more movements during the course of a day, a Stage 1 Road Safety Audit will be required.

Dominic Smith
Strategic Planning