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Land at Church Lane
Climping

Outline application for the erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 of up to 875 square metres net, a building for A1 use having a floor area of up to 530 sq. metres net, together with open space and ancillary works, including car parking and drainage arrangements, with appearance, landscaping, layout; and scale wholly reserved for subsequent approval. The access detail, showing the points of access to the development, and indicated on Bellamy Roberts drawings numbered 4724/004 and 4724/005 are access proposals to be determined at this stage of the application. For the avoidance of doubt all other access detail within the site is to be determined as a reserved matter at a later stage

TRANSPORT ASSESSMENT

Mulgrave Properties LLP

GDB/4724/TA.2
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ARUN DISTRICT COUNCIL DEVELOPMENT

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1.0 INTRODUCTION

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

Development Proposals

1.2 The proposed development will comprise the erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 of up to 875 square metres net, a building for A1 use having a floor area of up to 530 sq. metres net, together with open space and ancillary works, including car parking and drainage arrangements, with appearance, landscaping, layout; and scale wholly reserved for subsequent approval. The access detail, showing the points of access to the development, and indicated on Bellamy Roberts drawings numbered 4724/004 and 4724/005 are access proposals to be determined at this stage of the application (see details at Section 9). For the avoidance of doubt all other access detail within the site is to be determined as a reserved matter at a later stage . The illustrative master plan is attached at **Appendix 3**.

1.3 Vehicular accesses will be taken from Church Lane and Horsemere Green Lane, with additional pedestrian and cycle accesses to the A259, to Church Lane, and to Yapton Road opposite the entrance to the Oystercatcher Public House. The transport mitigation measures detailed in Section 9 of the Transport Assessment include new bus stops on the A259 close to the proposed new Church Lane Roundabout, upgrading of National Cycle Route number 2 along Church Lane including its diversion through the site between Church Lane and Horsemere Green Lane, plus improved pedestrian crossing facilities on A259.

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2.0 SITE LOCATION AND ACCESSIBILITY

Location

2.1 The site is located in the north west quadrant of the A259/Church Lane Roundabout junction and is currently a field in agricultural use. It abuts existing residential development along parts of its northern and western boundaries and is close to the village school, the village hall and the Church.

2.2 The A259 is a heavily trafficked route, providing a major east-west link along the south coast between Folkestone and Emsworth. Locally, the nearest towns linked by the A259 are Littlehampton (2.8km to the east) and Bognor Regis (9km to the west). The West Sussex county town of Chichester is some 17km to the north west. The A259 is single carriageway in the vicinity of the site with a footway along the northern verge. The road is subject to a 40mph speed limit and is unlit apart from at the Church Lane Roundabout.

2.3 Church Lane is a Class 3 road running northwards from the A259 roundabout, through Ford, to join the A27 trunk road at the western end of the Arundel bypass, some 5km north of the site. Church Lane is also subject to a 40mph speed limit and is unlit with a footway along the eastern verge.

2.4 The site also has a northern frontage to Horsemere Green Lane. This is a minor road running east to west between Church Lane and B2233 Yapton Road. It has residential cul de sac developments and some frontage residential development along much of its southern side. It is subject to a 40mph speed limit, it is unlit, and there is a footway along the majority of its southern side westwards from Church Lane.

2.5 The village primary school is approximately 200m south of the A259 on Crookthorne Lane. There is a further primary school in Yapton and secondary schools are located at Littlehampton Academy, Felpham Community School, the Regis School, the St Philip Howard Catholic High School in Barnham, and the High School in Chichester.

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Accessibility

2.6 There are existing footways along the southern side of Horsemere Green Lane, the eastern side of Church Lane, and the northern side of A259, as described above. There is an existing pedestrian crossing refuge island on the A259 some 60m east of the Church Lane Roundabout and this connects with a footway on the south side of the road which runs back into the first part of Crookthorne Lane. The village primary school is located some 200m down Crookthorne Lane from the roundabout.

2.7 There is an existing cycleway (a shared cycleway/footway) along the northern side of A259 from the Church Lane Roundabout to Littlehampton. In addition, National Cycle Route 2 runs westwards from Littlehampton to the south of the A259, and then crosses the A259 at the Church Lane Roundabout. It then passes along Church Lane before turning west along Horsemere Green Lane and then north on Yapton Road. In Yapton village it turns to the southwest and runs through to Bognor Regis.

2.8 There is an existing bus service operating along A259 with stops towards the eastern end of the site frontage to that road. This service (700) offers a 20 minute frequency between Littlehampon and Bognor Regis as part of a longer route between Brighton and Chichester. The route between the Oystercatcher Public House and destinations to and from the west passes along Yapton Road to Yapton Village and then returns to A259 further west. There are also school buses operating to Chichester High School (via Yapton Road) and to Littlehampton Academy (via Church Lane).

2.9 The site is located in reasonable proximity to three railway stations. It is approximately 2km south of Ford Station, 2½km from Littlehampton Station, and 5km from Barnham Station. All of these stations offer two trains an hour to and from London Victoria (plus some additional peak hour services) plus two services an hour each way along the south coast line between Brighton and Portsmouth. Whilst further from the site than the other two stations, Barnham Station offers a wider choice of trains and shorter journey times to destinations (1½hrs on average to London Victoria).

2.10 Overall, the site is in a sustainable location, within a short walk of the local primary school, in easy cycling distance of 3 railway stations, adjacent to a

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

3.0 ROAD SAFETY

3.1 The most recent five year personal injury accident (PIA) record for the period ending 31st October 2016 has been obtained from Sussex Police, for the rectangle of roads comprising A259 between Yapton Road and Church Lane, Yapton Road between A259 and Horsemere Green Lane, Church Lane between A259 and Horesemere Green Lane, and Horsemere Green Lane itself, including the four junctions between those links. A plot of the results is attached at **Appendix 4** together with a detailed print out.

3.2 During those five years, there have been 10 accidents at the Church Lane Roundabout, one serious, and the remainder slight accidents. The serious accident involved a motorcycle where the rider lost control on approach to the roundabout travelling east to west along the A259 and fell off. The remaining 9 accidents are a mixture of rear end shunts (4) and failure to give way to the right (5). Four of the accidents involved pedal cycles and one other a motorcycle. The accidents involve all four arms of the roundabout and there is no obvious pattern involving any one particular arm.

3.3 The existing roundabout is of a small size and carries heavy traffic flows. A number of its features do not comply with modern design standards. Replacing this junction with the proposed new roundabout, which is to a much larger scale and accords with design standards, is expected to improve the current accident record.

3.4 There have been three accidents in the vicinity of the village hall access, all slight. One of these involved a car colliding with the rear of another which was turning left into the village hall access, one involved a car overtaking an eastbound cyclist on the main carriageway and cutting in too quickly. The third involved a cyclist travelling westbound on the cycleway/footway and failing to give way at the village hall access resulting in a collision with a car emerging from that access.

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3.5 There have been five accidents at the Yapton Road junction with A259, including two fatalities and one serious. However, there is no pattern to these accidents and they are generally random occurrences.

3.6 One of the fatal accidents involved a car turning right out of Yapton Lane colliding with a motorcycle travelling west to east. It might be that there could have been issues of speed and available visibility involved in that accident. The other fatal accident involved a car approaching the junction southbound on Yapton Road, failing to stop and travelling straight across the A259 into a water filled ditch, where the car then overturned.

3.7 The serious accident involved a car (which failed to stop) colliding with the rear of a pedal cycle approaching the junction from Yapton Road.

3.8 One of the two slight accidents involved an eastbound car on A259, west of the junction, overtaking a pedal cycle too closely and clipping the cyclist with the door mirror. The other involved a westbound car, to the west of the junction, which lost control, crossed the carriageway clipping the central refuge island and travelling on to the opposite side verge, where it spun around and back across the A259 before colliding with a tree.

3.9 Whilst the accident record at this junction is relatively poor (by virtue of the seriousness of several of the accidents) the lack of any pattern and the random nature of most of the accidents makes it difficult to identify remedial measures. All of the accidents appear to have been the result of driver errors rather than any inherent defects in the highway layout.

3.10 There have been two accidents at the Church Lane/Horsemere Green Lane junction, both slight. Both involved vehicles turning right out of Horsemere Green Lane, one a cyclist. Visibility is poor for vehicles turning right out of Horsemere Green Lane, but private landownerships preclude improvement. However, the proposed development will provide an alternative route, through the site (as detailed in para 7.6) and that will provide a route with junctions to full visibility standards.

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3.11 The one accident (slight) at the junction of Yapton Road with Horsemere Green Lane involved a northbound car on Yapton Road trying to perform a 'U' turn in the junction and colliding with a southbound vehicle.

3.12 Of the remaining accidents the two on the A259 at the access to Bairds Farm Shop both involved rear end shunts (one in each direction) as did one of the accidents on Church Lane at a private access south of the junction with Horsemere Green Lane. Two of the three accidents on Yapton Road in the vicinity of The Glebe (including the serious one), involved single vehicles losing control and leaving the carriageway. In both cases there were suspicions of impairment due to alcohol. The third accident involved a cyclist who fell off trying to avoid an oncoming overtaking car. None of these accidents suggest any pattern or highway design issues.

3.13 In summary, the proposed construction of a larger roundabout designed to accord with modern safety standards at the junction of the A259 and a realigned Church Lane is expected to reduce the accident rate which occurs at the existing junction. Similarly, the provision of a new link through the site between Horsemere Green Lane and Church Lane with visibility to full standards should reduce the accident risk at the existing junction between those two roads. All of the other accidents are relatively random in nature and most, if not all of them are the result of driver errors rather than defects in the highway layout. This means that it is difficult to identify relevant remedial measures. The small increase in traffic due to the proposed development will be unlikely to increase the number of such accidents.

4.0 BASE TRAFFIC FLOWS

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

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

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

5.0 TRAFFIC GENERATION, DISTRIBUTION AND MODAL SPLIT

Traffic Generation

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

Table 1: Traffic Generation (300 units)

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

Traffic Distribution

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

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

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

Table 2: Traffic Assignment from Nomis Census Results

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

5.4 For most of the trip origin-destination pairs, the likely route away from the site is obvious, but some trips require further explanation. There are a number of possible routes between the site and Chichester, including destinations beyond which would require access to the A27 in the Chichester area. Options include A259 west via Bognor Regis Northern Relief Road, Yapton Road through Barnham to the A27, or Yapton Road and then via Yapton Lane over the level crossing to the A27 further east.

5.5 All of these routes suffer a degree of traffic congestion at peak times, but the shortest route, the quickest, and the one which is all on major roads is via A259 west and Bognor Regis Northern Relief Road. Whilst there are delays at the junction with A27 Chichester Bypass, these are reasonably consistent and therefore reliable journey times can be anticipated. The delays on the other routes are much more variable, especially that via the level crossing.

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5.6 The assignment of trips in these directions has therefore been via A259 west. Assignment via Yapton Road to the northwest is therefore limited to car trips to Barnham Station and other areas internal to the Arun District in that direction.

5.7 The Nomis data shows 141 car trips within the "home" zone. Those have been distributed to the available routes to and from the site pro-rata the assignment of other trips to each route. As they make up only 8% of the total trips they are not a significant element of the overall pattern.

5.8 In their pre-app response, WSCC raised the question of the impact of additional trips using the Yapton Lane level crossing in relation to current proposals to convert that crossing from half to full barriers. For reasons set out above, it is unlikely that there would be any significant number of trips using the A27 towards Chichester and beyond which would utilise a route to the A27 via that level crossing. Apart from those trips, it is not an obvious route for any other destinations.

5.9 Trips to the east via the A27 would use Church Lane/Ford Road to join the A27 at Arundel. Trips to the northeast, such as those to Pulborough, Billingshurst, Horsham and beyond would also use Church Lane to Arundel and then A284 to Whiteways Roundabout and join the A29 towards the northeast from there. That is significantly shorter than the Yapton Lane route followed by B2132 to join A29 further south and it offers more reliable journey times.

5.10 On that basis, it is considered that the development will be unlikely to add any material increase in traffic flows using the Yapton level crossing and will not, therefore, prejudice the improvement plans.

5.11 Combining the traffic generation and assignment analysis produces a set of peak hour turning movements at the surveyed junctions for traffic generated by the development. These are shown in diagrammatic form at **Appendix 12** and Table 3 below shows the increased flows on roads to and from the site.

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Table 3: Peak Hour Link Flows from Development

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

Modal Split

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

Table 4: Modal Split from Nomis Census

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

6.0 TRAFFIC IMPACT

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

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6.2 The Junctions 9 printouts are at **Appendix 13** on a junction-by-junction basis and the results are summarised in tabular form at **Appendix 14** for the worst arm in each case.

6.3 With the exception of the existing Church Lane/A259 Roundabout (Junction 4) the results at Appendix 14 demonstrate that all of the other junctions in the area of interest agreed with WSCC currently work well within capacity, and that the combined effects of background traffic growth and the proposed development will not alter that conclusion by the 2026 design year. Typically, those combined effects increase existing delays per vehicle by less than one second, which is in the range of 5-10%. Typically, the background traffic growth accounts for approximately 65-75% of even that small increase in delays, meaning that the development traffic has only a very marginal effect.

6.4 The Church Lane Roundabout is the exception to that conclusion however. The Table in Appendix 14 (Junction 4) demonstrates that the junction is totally overloaded in both peak hours with extensive queuing and delay. The queues and delays shown in the ARCADY results are significantly worse than is actually to be observed on site, but the acknowledged overloading is of such an extent that the software cannot properly model the effects. The worst affected arm of the roundabout is the A259 from the west, where queues in excess of 1km in length and delays exceeding 8 minutes are typical in the peak hour.

6.5 Within the available landownerships it is not possible to improve the existing roundabout sufficiently to accommodate the existing and forecast demand. The proposed development therefore incorporates a significant highway improvement scheme comprising a realignment of Church Lane through the site and the construction of a much larger new roundabout on the A259 some 100m to the west of the existing junction. These works are described fully in the next section of the Transport Assessment.

7.0 MITIGATION MEASURES

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

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

7.2 The construction of a new 50m diameter roundabout on A259, 100m west of the existing roundabout, with Church Lane realigned through the site into that new roundabout. The bypassed length of Church Lane will then be converted to a cycleway/pedestrian route with enhanced landscaping and the existing Church Lane Roundabout will be removed. Access into Crookthorne Lane will be available from both directions (with a dedicated turning lane for right turning movements into it) but all exit traffic will turn left to the new roundabout and then proceed accordingly. The main site access will be from the new diverted length of Church Lane with a ghost island turning lane for traffic approaching the site from the north.

7.3 There will also be a simple T-Junction access to Horsemere Green Lane with associated pedestrian links into the existing footway along that road. Detailed drawings of that access are shown on the plan at **Appendix 16**. In their pre-app response, WSCC raised concern that this could lead to rat-running through the site. At present, Horsemere Green Lane is used as a rat-run particularly during the morning peak hour, by traffic from Yapton Road to A259 east of Church Lane. This is in an attempt to avoid delays on the A259 approach to the Church Lane Roundabout from the west. The proposed new roundabout will avoid the need for that rat-run, but the new link through the site will allow other drivers to avoid the difficult junction between Horsemere Green Lane and Church Lane which has restricted visibility to the right. On balance, this link is considered to provide an overall benefit to highway safety.

7.4 The new roundabout will be lit in accordance with normal safety guidance (as is the existing Church Lane Roundabout) and lighting on the A259 will be extended

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

7.5 An updated Stage 1 Road Safety Audit of the proposed improvements is attached at **Appendix 17.**

7.6 Capacity of the new roundabout has been tested on the basis of the same assumptions as for the five existing junctions set out in Section 6 of this Transport Assessment. The ARCADY printouts are included at **Appendix 18** and **Appendix 19** contains a Table summarising those results. These figures demonstrate that the new roundabout will operate with substantial reserves of capacity in the design year and with no material queuing or delay. The extent of that spare capacity will further "future proof" the design in the event that other draft local plan allocations add traffic to this part of the A259.

7.7 The enhanced cycleway along the realigned section of Church Lane is part of the National Cycle Route No 2 which currently runs up Church Lane and then along Horsemere Green Lane. The proposal is that north of the main development site access, the cycle route will cross the realigned Church Lane and divert through the site on an off-carriageway facility to re-join Horsemere Green Lane via the new site access. This will enable cyclists to avoid the existing junction between Horsemere Green Lane and Church Lane where there is sub-standard visibility and where there have been two accidents in the last five years involving right turning movements out of Horsemere Green Lane, one of which involved a cyclist.

7.8 The existing shared cycleway/footway along the north side of A259 east of Church Lane will be widened to 3.5m from the existing junction westwards, and extended to the new roundabout where it will cross the Church Lane approach road and connect directly into the site, giving a direct and safe link for cyclists (and pedestrians) to this facility.

7.9 wo new bus laybys are proposed on the A259 west of the new roundabout, with a pedestrian crossing refuge island between them and a pedestrian link directly into the site. The bus stops will also be connected directly to Crookthorne Lane by construction of a new footway along the southern side of the A259. The

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

7.10 Finally, it is anticipated that a Residential Travel Plan will be instigated from first occupation of the dwellings. This will provide a Travel Welcome Pack for each household containing advice regarding sustainable travel, together with maps of local cycle and pedestrian routes plus bus and train timetable information. Each household will be offered the choice of a £75 cycle voucher (towards the cost of a cycle, cycle maintenance, or equipment) or a 3 month Stagecoach Bus Travel Season Ticket.

7.11 The Travel Plan will be set up originally by the housebuilder who will appoint a Travel Plan Co-ordinator, but once the first 50 dwellings have been occupied the responsibility for the Travel Plan management will transfer to the site's Management Company which will be run by the residents themselves.

7.12 The overall package of mitigation measures is designed to resolve existing traffic congestion and highway safety issues whilst providing enhanced sustainable travel options from new residents to build upon the sustainable links which already exist.

8.0 CONCLUSIONS

8.1 The development proposals were the subject of a pre-application consultation with West Sussex County Council as Highway Authority. The County Council provided helpful advice which has been taken into account in the submitted planning application. **Appendix 20** is a copy of the WSCC pre-application advice annotated to show how the scheme has responded to that advice.

8.2 The site is in a sustainable location, being within a short walk of the local primary school, within easy cycling distance of three railway stations, adjacent to a number of cycling facilities, and in close proximity to the 20 minute frequency bus service connecting to the nearest towns. The package of transport infrastructure

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

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

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

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

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

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

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

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

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

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

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

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8.9 Examination of personal injury accidents at the other junctions around the site reveals no particular patterns and these accidents are therefore unlikely to be due to deficiencies in the highway layout. The small increase in traffic due to the proposed development is unlikely to increase the number of such accidents.

8.10 In particular, there have been a number of fatal (2) and serious (1) accidents at the Yapton Road junction with A259 but all of these are random in nature with no pattern and there is evidence that all of them are the result of significant driver errors. Accordingly, it is not possible to identify practical remedial measures that might have prevented any of these accidents.

8.11 Overall, the development proposals are in a sustainable location and the substantial package of transport infrastructure improvements which is proposed to mitigate the effects of the development includes a new roundabout junction on the A259. This will resolve existing traffic congestion as well as providing for background growth of traffic and that generated by the proposed development. Not only is there an absence of material adverse residual impacts as a result of the proposals, but the package of infrastructure works will provide significant benefits to all road users in terms of increased highway capacity, a likely reduction in accidents, and enhanced cycle and pedestrian facilities. In the context of para 32 of the NPPF, the development is therefore considered acceptable from the transport perspective, because there are no severe residual impacts.

ARUN DISTRICT COUNCIL CM/1/17/OUT

APPENDICES

APPENDIX 1



Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

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

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

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APPENDIX 2

WEST SUSSEX COUNTY COUNCIL **DATE: 13th July 2016**
STRATEGIC PLANNING CONSULTATION

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

SUBJECT: **PRE-213-16**

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

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

RECOMMENDATION:

Advice	X	**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

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

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

The following advice is offered.

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

Yapton Road/A259 (known as the Oystercatcher junction)
There have been recent fatalities at this location and there are safety concerns over the operation of this junction. Consideration should be given to the impact of the development will have on its operation, as well as consideration of whether additional traffic generated by the development may exacerbate any identified accident trends.

Church Lane/A259
As identified in the submitted report, there are known capacity constraints at the junction with significant queuing experienced. Any mitigation associated with the local plan strategy is likely to

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

Yapton Level Crossing

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

Vehicular Access

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

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

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

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

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

Sustainable Access

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

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

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

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

Trip Generation and Capacity

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

Dominic Smith
Strategic Planning

APPENDIX 3



P14 4899 01 - FEASIBILITY ILLUSTRATIVE MASTERPLAN

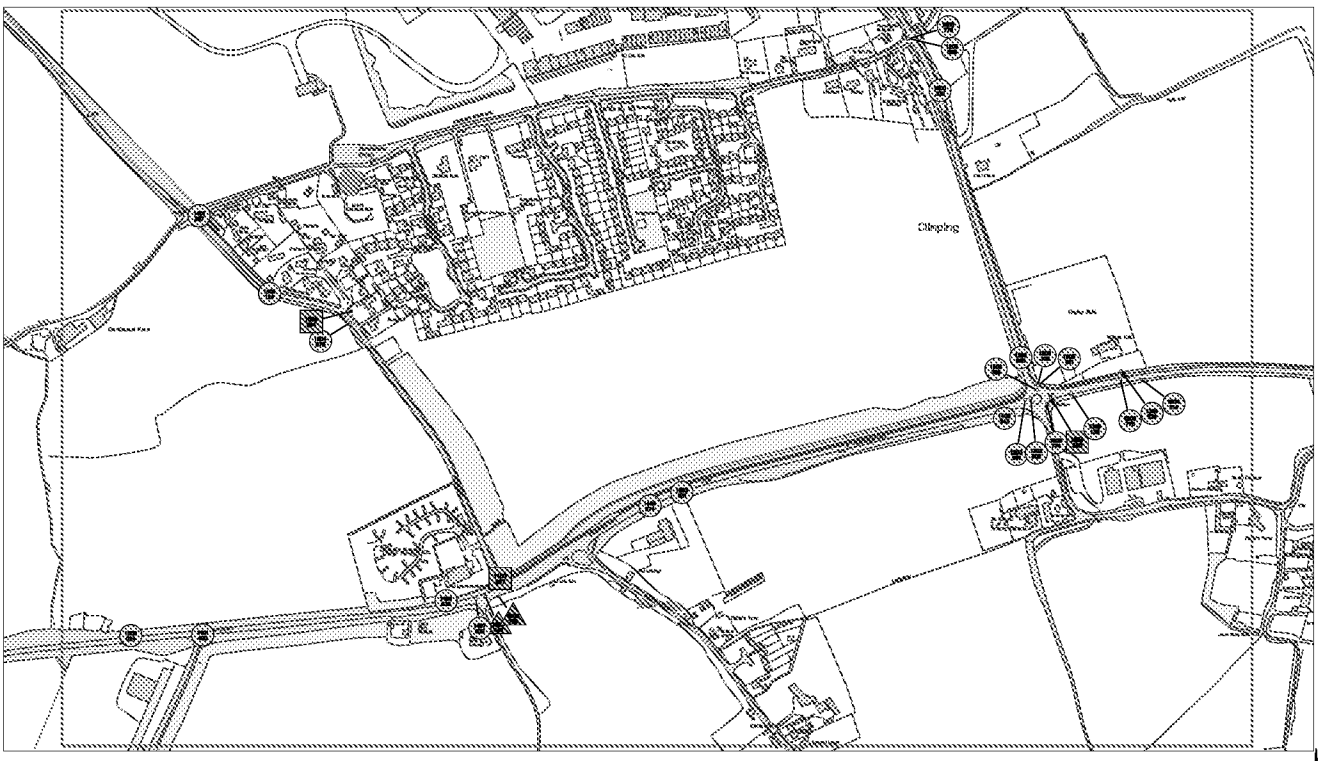
CLIENT: MULGRAVE PROPERTIES	DRAWING NUMBER: P14 4899 01 REV C
PROJECT: CLYMPING	SCALE @ A1: 1:1250
DRAWING: FEASIBILITY ILLUSTRATIVE MASTERPLAN	DRAWN: NAILS DATE: 06-2018
	CHECKED: VS DATE: 06-2018

14 MARINER COURT / CALDER PARK / WAKEFIELD / WF4 3FL
01924 583332 / www.jrparsons.co.uk / info@jrparsons.co.uk

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ARUN DISTRICT COUNCIL CM/1/17/OUT

APPENDIX 4



REPRODUCED FROM 2013 ORDNANCE SURVEY MASTER MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. LICENCE No. W.S.C.C. 100023447

Collision Search Area

Accident Severity	
Slight	24
Serious	3
Fatal	2

Casualty Severity	
Slight	35
Serious	3
Fatal	2

Casualty Class	
Driver	18
P.Riders	11
Pass.	11
Ped.	0

N

AREA	Coastal	DRAWN	DN
ROUTE No.		CHECKED	
FILE No.	16164	DATE	25/11/16

Rev	Date	Amendment	Name

West Sussex County Council

PIA Search Ref 16164
Climping
5yrs to 31 Oct 2016

DRG No.

SCALE Not Std

Matt Davey
Director of Highways and Transport
County Ha , West Street
Chichester,
West Sussex, PO19 1RH
(Te : 01243 642105)

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

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

Grid Coordinate Range: 499234,101617 - 500597,102422

Accident Severity

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

Casualty Severity

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

Casualty KSI

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

PIA Search Ref 16164 - Climping - 5yrs to 31 Oct 2016

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

Date & time.....Wednesday 13/06/2012 15:56
Grid reference.....499977/101810
District.....Arun
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

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

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....42
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....61
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....61
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1203775 Slight C17 Church Lane Climping At Junction Of U Horsemere Green Lane Accident 2 of 29

Date & time.....Monday 23/07/2012 17:42
Grid reference.....500281/102421
District.....Arun
Primary road.....C17
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

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

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....28
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....45
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....28
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

PIA Search Ref 16164 - Climping - 5yrs to 31 Oct 2016

Accident Reference:1203991 Slight A259 Crookthorn Lane Climping At Junction Of U Church Lane Accident 3 of 29

Date & time.....Friday 03/08/2012 18:09
Grid reference.....500440/101935
District.....Arun
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

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

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....73
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....30
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1204555 Serious A259 Bognor Road Littlehampton At Junction Of U Ford Road Outside at Junction as Shown Above. Accident 4 of 29

Date & time.....Tuesday 04/09/2012 00:36
Grid reference.....500474/101938
District.....Arun
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	No - reported over the counter

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

1 Vehicle

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

1 Casualty

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1204673 Slight B2233 Yapton Road Climping 247M South Of U Horsemere Green Lane Accident 5 of 29

Date & time.....Saturday 08/09/2012 15:19
Grid reference.....499530/102039
District.....Arun
Primary road.....B2233
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

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

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

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....30
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....O/T moving vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....30
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....58
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....58
Severity.....Slight
Vehicle no.....3
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

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

Date & time.....Tuesday 16/10/2012 18:45
Grid reference.....500282/102422
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Junction restart (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

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

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Taxi
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....55
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....34
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1206085 Slight U Church Road Climping 50M North Of A259 Crookthorne Lane Accident 7 of 29

Date & time.....Thursday 15/11/2012 17:16
Grid reference.....500434/101992
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...4
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

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

4 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....37
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....51
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....53
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....4
Other vehicle.....3
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

ARUN DISTRICT COUNCIL CM/1/17/OUT

2 Casualties

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

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1206309 Slight A259 Climping At Junction Of C17 Church Lane Accident 8 of 29

Date & time.....Tuesday 27/11/2012 15:37
Grid reference.....500457/101955
District.....Arun
Primary road.....A259
Secondary road.....C17
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Wet

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

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

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....59
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....26
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Male
Age.....47
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1206775 Slight A259 Crookthorn Lane Littlehampton 100M East Of U Church Lane Outside Climping Village Hall Accident 9 of 29

Date & time.....Tuesday 18/12/2012 14:35
Grid reference.....500568/101963
District.....Arun
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Following too close (Driver/Rider - Injudicious)	Vehicle 001	Possible	

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

2 Vehicles

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

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

3 Casualties

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....68
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1302802 Slight A259 CROOKTHORN LANE CLIMPING AT JUNCTION OF U CHURCH LANE Accident 10 of 29

Date & time.....Friday 31/05/2013 10:15
Grid reference.....500447/101937
District.....Arun
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

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

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....25
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North East
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Left c'way straight ahead at junction
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....59
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....59
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....48
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1304314 Serious B2233 YAPTON ROAD LITTLEHAMPTON 250M EAST OF U HORSEMERE GREEN LANE OUTSIDE THE GLEBE YAPTON ROAD

Date & time.....Sunday 18/08/2013 03:35
Grid reference.....499531/102054
District.....Arun
Primary road.....B2233
Secondary road.....
Weather.....Rain Wind
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

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

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West South east
Manoeuvres.....Going ahead right hand bend
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Female
Driver age.....28
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On lay-by
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....28
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....42
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

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

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

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

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

2 Vehicles

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

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

1 Casualty

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1304739 Slight A259 CROOKTHORN LANE CLIMPING AT JUNCTION OF U ENTRANCE TO VILLAGE HALL OUTSIDE ENTRANCE/EXIT TO VILLAGE HALL Accident 13 of 29

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

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

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

2 Vehicles

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

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

1 Casualty

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

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

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

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

Accident Description
VEH 1 TRAVELLING W COLLIDED WITH REAR OF STATIONARY VEH 2

2 Vehicles

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

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

1 Casualty

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1400243 Slight A259 CROOKTHORN LANE CLIMPING AT JUNCTION OF U CHURCH LANE Accident 15 of 29

Date & time.....Monday 06/01/2014 11:45
Grid reference.....500412/101910
District.....Arun
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	No - reported over the counter

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

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....63
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....63
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1400267 Serious B2233 YAPTON ROAD CLIMPING AT JUNCTION OF A259 CROOKTHORN LANE OUTSIDE THE OYSTER CATCHER PUBLIC HOUSE

Date & time.....Tuesday 14/01/2014 06:30
Grid reference.....499732/101694
District.....Arun
Primary road.....B2233
Secondary road.....A259
Weather.....Rain
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

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

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....41
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....41

Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1401397 Slight B2233 YAPTON ROAD CLIMPING AT JUNCTION OF U HORSEMERE GREEN LANE Accident 17 of 29

Date & time.....Wednesday 12/03/2014 14:13
Grid reference.....499326/102183
District.....Arun
Primary road.....B2233
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

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

2 Vehicles

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

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

3 Casualties

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

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

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1401400 Slight A259 GREVATTS LANE CLIMPING AT JUNCTION OF U ENTRANCE TO BUSINESS PARK OUTSIDE O/SIDE HOBBS NEW BARN Accident 18 of 29

Date & time.....Thursday 13/03/2014 18:35
Grid reference.....499331/101618
District.....Arun
Primary road.....A259
Secondary road.....U
Weather.....Fog Mist
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	Vehicle 001	Possible	

Accident Description

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

2 Vehicles

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

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

1 Casualty

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1404974 Slight A259 CROOKTHORN LANE CLIMPING 100M EAST OF U CLIMPING STREET OUTSIDE BAIRDS FARM SHOP Accident 19 of 29

Date & time.....Sunday 24/08/2014 14:35
Grid reference.....499934/101792
District.....Arun
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.4
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

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

2 Vehicles

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

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

4 Casualties

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

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Male
Age.....54
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....28
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....4
Casualty class.....Passenger
Gender.....Female
Age.....26
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1406124 Slight B2233 YAPTON ROAD YAPTON. 100M SOUTH OF U HORSEMERE GREEN LANE OUTSIDE NONE NEAR. Accident 20 of 29

Date & time.....Sunday 10/08/2014 00:49
Grid reference.....499421/102078
District.....Arun
Primary road.....B2233
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

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

1 Vehicle

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

1 Casualty

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1406538 Slight A259 CROOKTHORN LANE YAPTON 67M WEST OF B2233 YAPTON ROAD Accident 21 of 29

Date & time.....Thursday 06/11/2014 06:15
Grid reference.....499659/101664
District.....Arun
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Ice

Contributory Factors	Participant	Confidence	Did a police officer attend?
Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

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

2 Vehicles

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....52
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....52
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

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

Date & time.....Monday 01/12/2014 00:25
Grid reference.....499699/101667
District.....Arun
Primary road.....A259
Secondary road.....
Weather.....Rain
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

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

Accident Description
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.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....Overturned
Left c'way.....Left c'way offside and rebounded
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..Kerb
Hit object off c'way.Tree
Parts damaged..... / /
Driver gender.....Male
Driver age.....23
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....23
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

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

Date & time.....Monday 16/11/2015 15:19
Grid reference.....500456/101948
District.....Arun
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....40 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 002	Possible	

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

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....67
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle <= 50cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....16
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....16
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1600339 Slight U FORD ROAD CLIMPING 753M SOUTH OF U HORSEMERE GREEN LANE OUTSIDE OF CHURCH FARM Accident 24 of 29

Date & time.....Saturday 16/01/2016 18:29
Grid reference.....500325/102352
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 002	Very likely	Yes

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

2 Vehicles

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

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

1 Casualty

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

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

Date & time.....Thursday 04/02/2016 17:37
Grid reference.....499730/101670
District.....Arun
Primary road.....A259
Secondary road.....B2233
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	

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

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North west South
Manoeuvres.....Going ahead other
Skidding.....Overturned
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Female
Driver age.....29

Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....29

Severity.....Fatal
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1602024 Slight A259 CLIMPING 250M WEST OF B2233 YAPTON ROAD Accident 26 of 29

Date & time.....Thursday 07/04/2016 07:05
Grid reference.....499234/101617
District.....Arun
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	No - reported over the counter
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	

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

2 Vehicles

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....53
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....28
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....28
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1604814 Slight A259 CROOKTHORN LANE CLIMPING 50M EAST OF U CHURCH LANE Accident 27 of 29

Date & time.....Thursday 11/08/2016 10:17
Grid reference.....500597/101962
District.....Arun
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

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

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....74
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....34
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1605611 Slight U CHURCH LANE LITTLEHAMPTON AT JUNCTION OF A259 CROOKTHORNE LANE Accident 28 of 29

Date & time.....Thursday 15/09/2016 17:45
Grid reference.....500457/101954
District.....Arun
Primary road.....U
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
			No - reported over the counter

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

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Changing lane to right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....60
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....60
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

Accident Reference:1605774 Slight A259 CLIMPING AT JUNCTION OF U CROOKTHORN LANE Accident 29 of 29

Date & time.....Friday 23/09/2016 19:05
Grid reference.....500469/101930
District.....Arun
Primary road.....A259
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

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

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....28
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....55
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

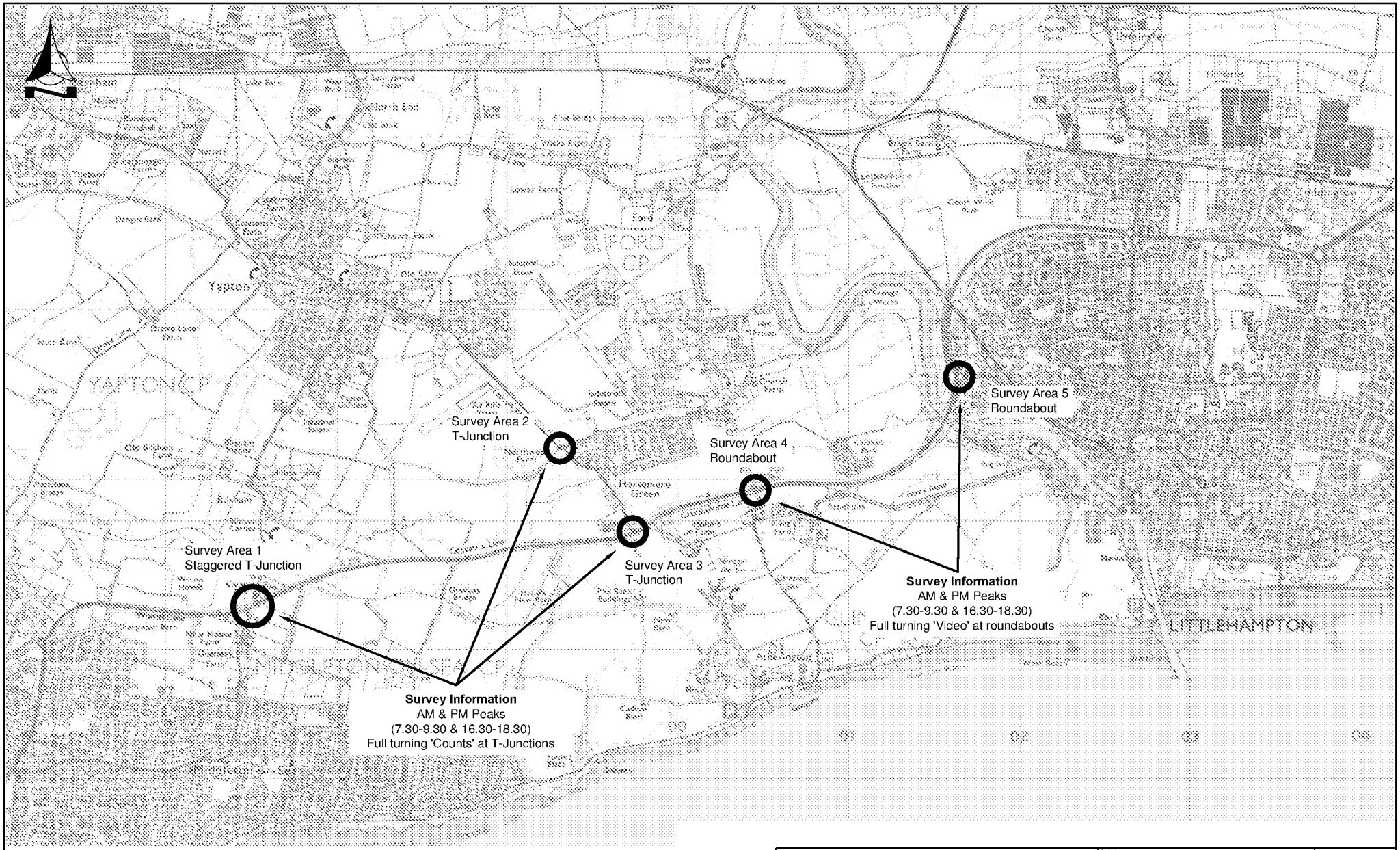
1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....55
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL CM/1/17/OUT

APPENDIX 5



Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

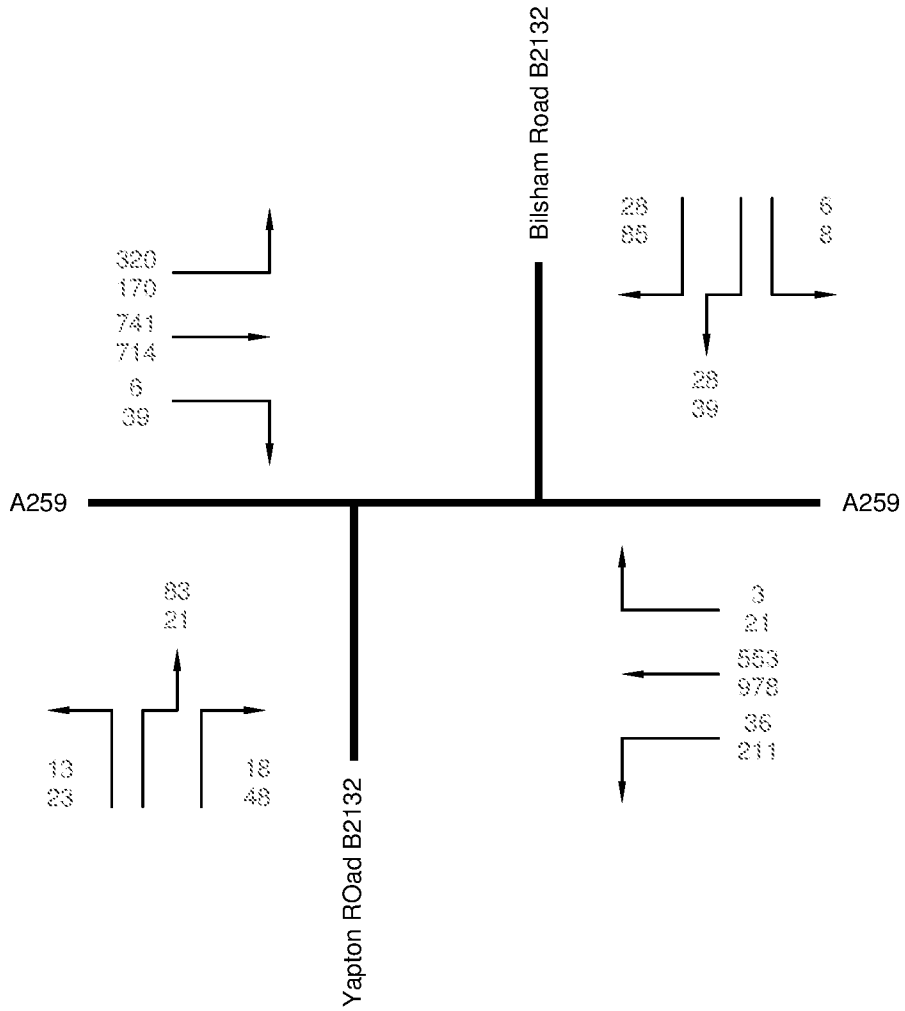
Tel: 01256 703355
Fax: 01256 704934
Email: info@bellamyroberts.co.uk

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

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Quality Assured Firm ISO9001 Certificate Number 3631/02, Ordnance Survey Licence Number 100017631

APPENDIX 6

Junction 1
2016 Base Flows



222 AM Peak hr
111 PM Peak hr

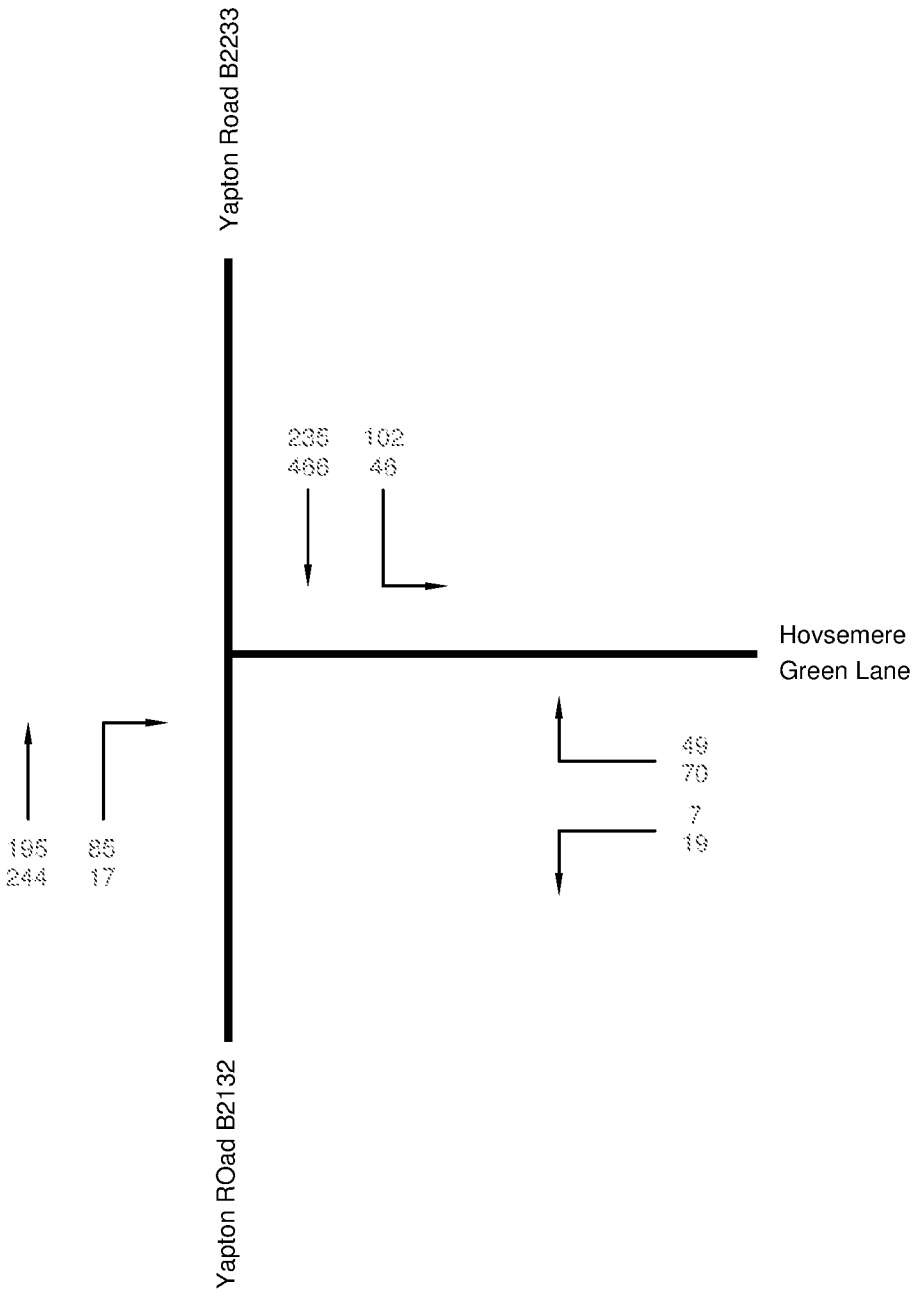
4724/408

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Junction 2
2016 Base Flows

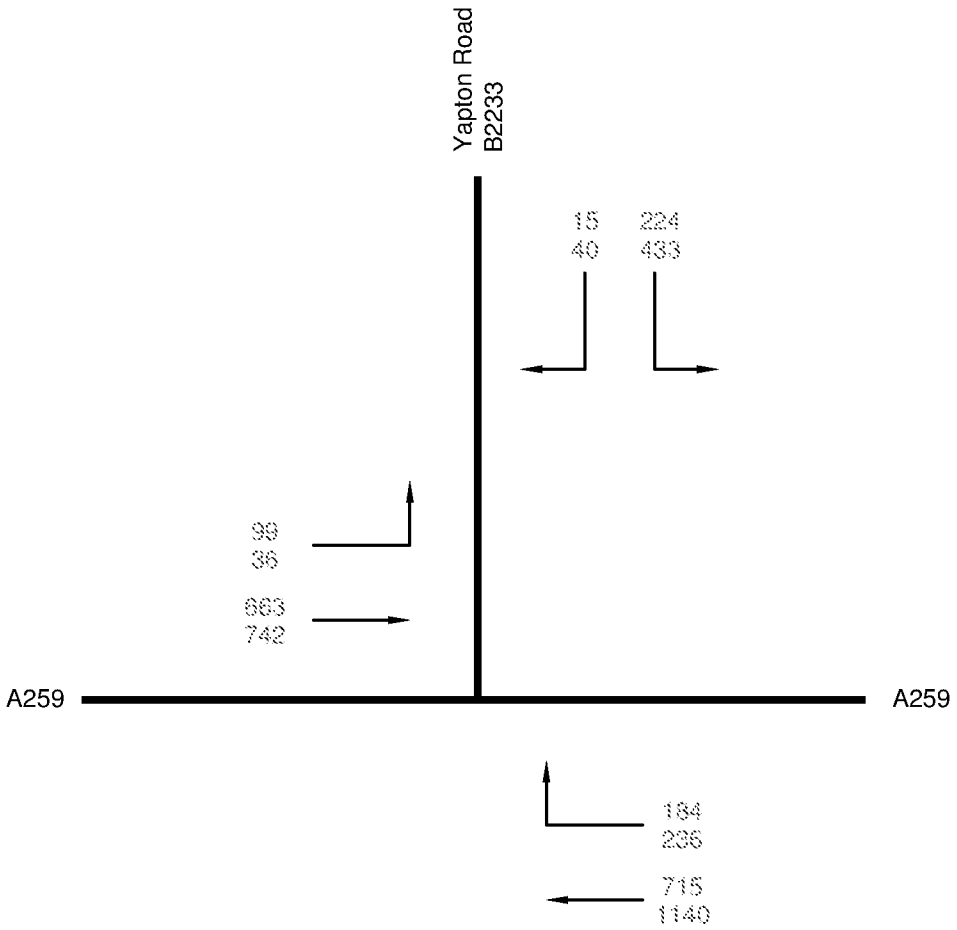


222 AM Peak hr
111 PM Peak hr

4724/409

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Junction 3
2016 Base Flows



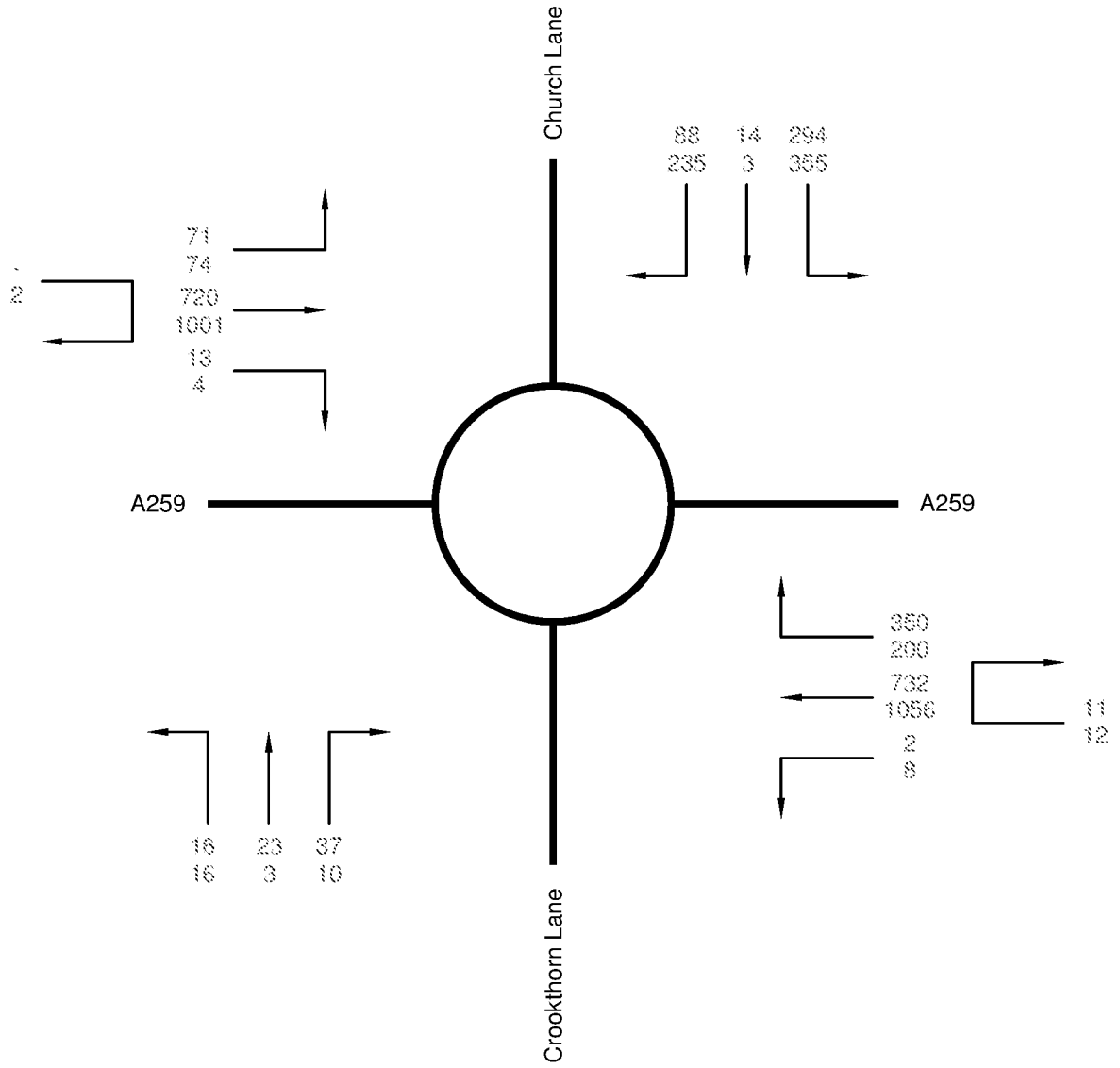
222 AM Peak hr
111 PM Peak hr

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4724/410

Junction 4
2016 Base Flows



222 AM Peak hr
111 PM Peak hr

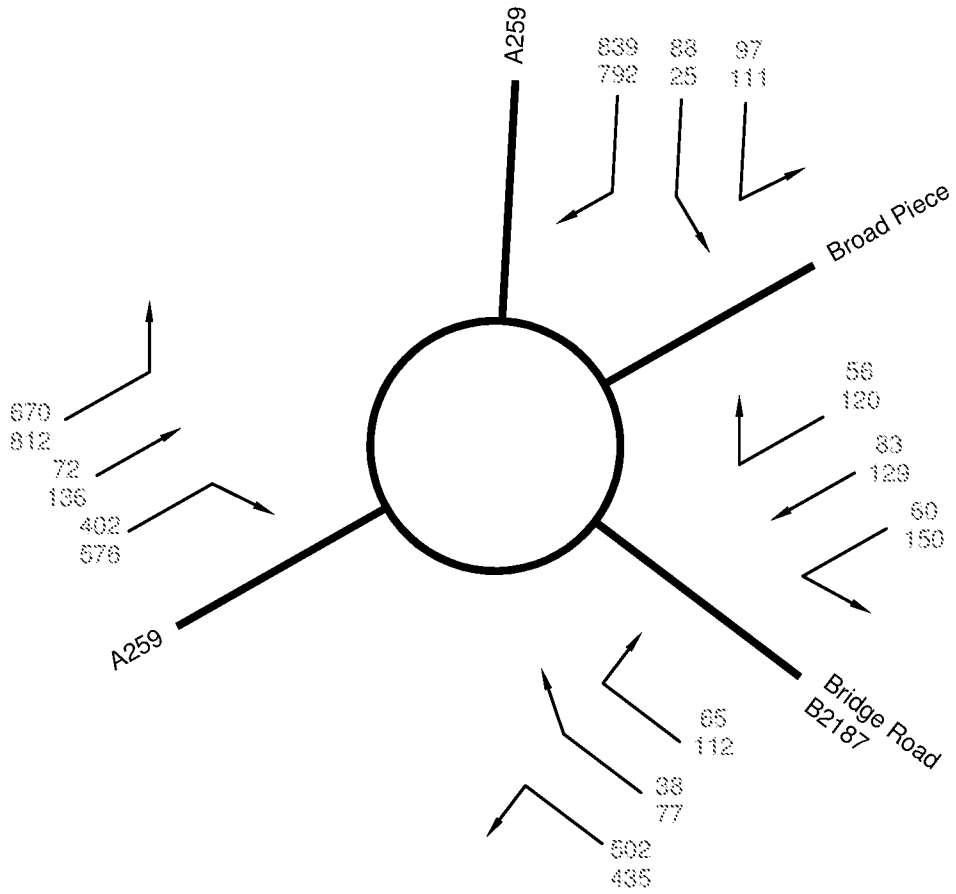
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4724/411

Junction 5
2016 Base Flows



222 AM Peak hr
111 PM Peak hr

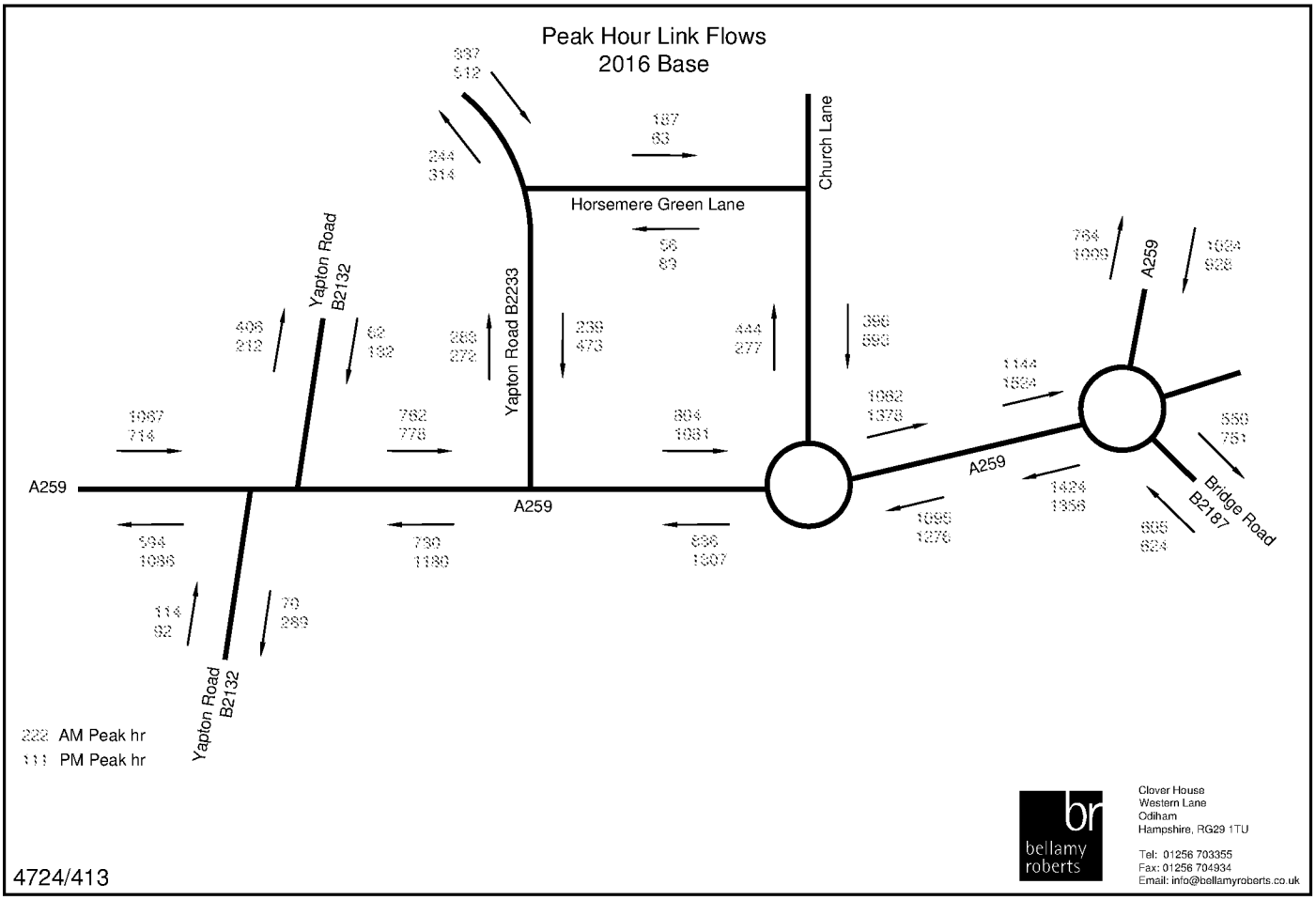
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4724/412

APPENDIX 7


Peak Hour Link Flows
2016 Base
337
512
244
314
187
63
Horsemere Green Lane
56
83
Church Lane
Yapton Road
B2132
Yapton Road B2233
406
212
62
182
288
272
238
473
444
277
386
593
784
1099
A259
1024
928
1144
1524
1982
1378
1967
714
782
778
804
1031
A259
A259
550
751
Bridge Road
B2187
1424
1356
1696
1276
805
824
594
1096
730
1180
936
1507
114
82
79
289
Yapton Road
B2132
222 AM Peak hr
111 PM Peak hr
4724/413
bellamy roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
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APPENDIX 8

REPORT ON SURVEY OF ALL

VEHICLE TURNING MOVEMENTS AT THE

A259/BRIDGE ROAD/BROAD PIECE ROUNDABOUT,

WEDNESDAY 28th SEPTEMBER 2016

Undertaken on behalf of

Bellamy Roberts

By

High Mast Video Ltd

57 Maisemore Gardens
Emsworth
Hampshire PO10 7JX
Tel: 01243 370444
Fax: 01243 375444

ARUN DISTRICT COUNCIL CM/1/17/OUT

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

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

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

DAY/DATE: Wednesday 28th September 2016

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

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

WEATHER: Dry all day

NOTES: No major accidents or incidents noted

Climping Video Turning Count Site 5
A259/BRIDGE ROAD ROUNDABOUT

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT — ROAD: ARM A, A259 (NORTH) — DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 1, AD									MOVEMENT 2, AC									MOVEMENT 3, AB									MOVEMENT 4, AA 'U' TURN								
	From: ARM A, A259 (NORTH)									From: ARM A, A259 (NORTH)									From: ARM A, A259 (NORTH)									From: ARM A, A259 (NORTH)								
	Left to: ARM D, BROAD PIECE									Straight: ARM C, B2187 BRIDGE ROAD									Right to: ARM B, A259 (SOUTH)									'U' turn: ARM A, A259 (NORTH)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	19	5	0	0	0	1	0	25	97	14	3	1	1	0	0	0	19	88	169	42	5	8	1	2	2	227	839	0	0	0	0	0	0	0	0	0
07:45-08:00	24	2	0	0	0	1	0	27	90	18	5	0	0	0	0	0	23	90	169	55	6	1	0	4	0	235	778	0	0	0	0	0	0	0	0	0
08:00-08:15	19	1	0	0	0	0	0	20	89	15	8	1	1	0	0	0	25	90	155	34	10	1	0	2	0	202	703	0	0	0	0	0	0	0	0	0
08:15-08:30	21	4	0	0	0	0	0	25	115	16	3	0	1	0	1	0	21	82	145	19	7	2	0	2	1	175	642	0	0	0	0	0	0	0	0	0
08:30-08:45	16	2	0	0	0	0	0	18	120	18	1	2	0	0	0	0	21	77	133	25	6	2	0	0	0	166	631	0	0	0	0	0	0	0	0	0
08:45-09:00	22	4	0	0	0	0	0	26		16	3	3	1	0	0	0	23		127	26	2	5	0	0	0	160		0	0	0	0	0	0	0	0	
09:00-09:15	38	8	0	0	0	0	0	46		11	5	0	0	0	1	0	17		104	23	7	3	0	4	0	141		0	0	0	0	0	0	0	0	
09:15-09:30	28	2	0	0	0	0	0	30		11	4	1	0	0	0	0	16		127	28	6	2	1	0	0	164		0	0	0	0	0	0	0	0	
2 HR TOTAL	187	28	0	0	0	2	0	217		119	32	8	4	0	2	0	165		1129	252	49	24	2	14	3	1470		0	0	0	0	0	0	0	0	

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT — ARM B, A259 (SOUTH) — DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 5, BA									MOVEMENT 6, BD									MOVEMENT 7, BC									MOVEMENT 8, BB								
	From: ARM B, A259 (SOUTH)									From: ARM B, A259 (SOUTH)									From: ARM B, A259 (SOUTH)									From: ARM B, A259 (SOUTH)								
	Left to: ARM A, A259 (NORTH)									Straight: ARM D, BROAD PIECE									Right to: ARM C, B2187 BRIDGE ROAD									'U' turn: ARM B, A259 (SOUTH)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	141	38	5	1	1	4	0	190	870	13	4	1	0	0	0	0	18	72	45	13	1	0	1	1	1	61	402	1	0	0	0	0	0	0	1	2
07:45-08:00	124	31	4	1	0	2	0	162	829	8	3	0	0	0	0	0	11	67	81	16	0	0	1	2	0	100	451	0	0	0	0	0	0	0	0	1
08:00-08:15	123	30	4	4	0	3	0	164	596	13	9	0	0	0	1	0	23	98	100	20	2	1	2	1	1	128	464	0	0	0	0	0	0	0	0	1
08:15-08:30	119	22	9	1	0	3	0	154	582	17	3	0	0	0	0	0	20	103	95	18	0	0	2	0	0	115	445	1	0	0	0	0	0	0	1	1
08:30-08:45	114	22	2	6	2	3	0	149	576	31	2	0	0	0	0	0	33	106	95	11	2	0	2	0	0	110	403	0	0	0	0	0	0	0	0	1
08:45-09:00	85	31	10	4	0	1	0	131		17	3	0	0	0	0	0	20		100	10	2	0	1	0	0	113		0	0	0	0	0	0	0	0	
09:00-09:15	113	29	4	2	0	0	0	148		25	3	1	1	0	0	1	30		90	13	3	1	0	0	1	107		0	0	0	0	0	0	0	0	
09:15-09:30	119	25	2	2	0	2	0	150		22	3	0	0	0	0	0	25		61	10	0	0	2	0	0	73		1	0	0	0	0	0	0	1	
2 HR TOTAL	938	228	30	21	3	18	0	1248		146	30	2	1	0	1	1	180		867	111	10	2	11	4	3	805		3	0	0	0	0	0	0	3	

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT — ROAD: ARM C, B2187 BRIDGE ROAD — DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 9, CB									MOVEMENT 10, CA									MOVEMENT 11, CD									MOVEMENT 12, CC								
	From: ARM C, B2187 BRIDGE ROAD									From: ARM C, B2187 BRIDGE ROAD									From: ARM C, B2187 BRIDGE ROAD									From: ARM C, B2187 BRIDGE ROAD								
	Left to: ARM B, A259 (SOUTH)									Straight: ARM A, A259 (NORTH)									Right to: ARM D, BROAD PIECE									'U' turn: ARM C, B2187 BRIDGE ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	97	21	2	0	2	1	0	123	502	3	3	1	1	0	0	0	8	38	10	7	1	0	0	0	0	18	85	0	0	0	0	0	0	0	0	1
07:45-08:00	116	24	0	0	1	1	0	142	494	6	4	1	0	0	0	0	11	43	12	3	0	0	0	0	0	15	89	0	0	0	0	0	0	0	0	1
08:00-08:15	86	21	0	0	0	2	0	109	450	6	4	1	0	0	0	0	11	41	12	4	0	0	0	0	0	16	79	1	0	0	0	0	0	0	1	1
08:15-08:30	105	18	3	1	1	0	0	128	430	4	3	0	1	0	0	0	8	42	12	4	0	0	0	0	0	16	86	0	0	0	0	0	0	0	0	0
08:30-08:45	96	14	3	2	0	0	0	115	378	9	4	0	0	0	0	0	13	50	18	3	1	0	0	0	0	22	95	0	0	0	0	0	0	0	0	0
08:45-09:00	87	9	1	0	1	0	1	98		4	3	2	0	0	0	0	9		19	6	0	0	0	0	0	25		0	0	0	0	0	0	0	0	
09:00-09:15	72	12	3	0	2	0	0	89		4	8	0	0	0	0	0	12		21	1	0	0	0	1	0	23		0	0	0	0	0	0	0	0	
09:15-09:30	65	9	1	0	0	1	1	78		11	3	1	1	0	0	1	18		22	3	0	0	0	0	0	25		0	0	0	0	0	0	0	0	
2 HR TOTAL	724	128	13	3	7	5	2	880		47	32	6	3	0	0	1	88		126	31	2	0	0	1	0	160		1	0	0	0	0	0	0	1	

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT — ROAD: ARM D, BROAD PIECE — DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 13, DC									MOVEMENT 14, DB									MOVEMENT 15, DA									MOVEMENT 16, DD								
	From: ARM D, BROAD PIECE									From: ARM D, BROAD PIECE									From: ARM D, BROAD PIECE									From: ARM D, BROAD PIECE								
	Left to: ARM C, B2187 BRIDGE ROAD									Straight: ARM B, A259 (SOUTH)									Right to: ARM A, A259 (NORTH)									'U' turn: ARM D, BROAD PIECE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	9	2	0	0	0	0	0	11	60	16	4	0	0	0	1	1	23	83	12	3	1	0	0	0	0	16	56	0	0	0	0	0	0	0	0	0
07:45-08:00	8	2	0	0	0	1	0	11	66	15	4	1	0	0	1	1	21	82	9	7	1	0	0	0	0	17	49	0	0	0	0	0	0	0	0	0
08:00-08:15	12	3	0	0	0	0	0	15	74	16	4	0	0	0	0	0	20	81	3	3	0	0	0	1	0	7	54	0	0	0	0	0	0	0	0	0
08:15-08:30	18	5	0	0	0	0	0	23	81	16	1	0	0	0	0	2	19	77	12	3	0	1	0	0	0	16	66	0	0	0	0	0	0	0	0	0
08:30-08:45	15	4	0	0	0	0	0	19	79	19	3	0	0	0	0	0	22	91	6	2	1	0	0	0	0	9	69	0	0	0	0	0	0	0	0	0
08:45-09:00	16	1	0	0	0	0	0	17		16	4	0	0	0	0	0	20		17	4	1	0	0	0	0	22		0	0	0	0	0	0	0	0	
09:00-09:15	15	6	1	0	0	0	0	22		15	1	0	0	0	0	0	16		14	3	1	1	0	0	0	19		0	0	0	0	0	0	0	0	
09:15-09:30	20	1	0	0	0	0	0	21		26	5	0	0	0	0	1	33		11	6	0	0	0	0	0	19		0	0	0	0	0	0	0	0	
2 HR TOTAL	113	24	1	0	0	1	0	139		145	28	1	0	0	2	5	174		84	33	5	2	0	1	0	125		0	0	0	0	0	0	0	0	

File name:-Climping Roundabout 5 App 8 DEBBY

Site 5 Roundabout am

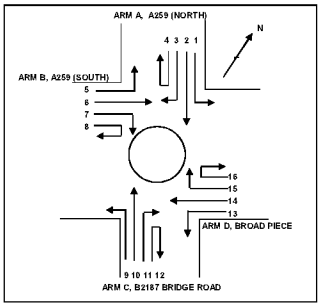
Surveys undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

Climping Video Turning Count Site 5
A259/BRIDGE ROAD ROUNDABOUT

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016 **2 HOUR AM SUMMARY**

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
07:30-07:45	271	270	149	50	740	2975	214	374	91	61	740	2975
07:45-08:00	285	273	168	49	775	2932	190	398	134	53	775	2932
08:00-08:15	247	313	137	42	739	2821	182	331	167	59	739	2821
08:15-08:30	221	299	152	56	721	2752	178	323	159	61	721	2752
08:30-08:45	205	292	150	50	697	2680	171	303	150	73	697	2680
08:45-09:00	209	264	132	59	664		162	278	153	71	664	
09:00-09:15	204	285	124	57	670		179	246	146	99	670	
09:15-09:30	210	249	117	73	649		185	274	110	80	649	
2 HR TOTAL	1852	2238	1129	438	5855		1461	2527	1110	557	5855	



Climping Video Turning Count Site 5
A259/BRIDGE ROAD ROUNDABOUT

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT **ROAD: ARM A, A259 (NORTH)** **DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016**

TIME	MOVEMENT 1, AD From: ARM A, A259 (NORTH) Left to: ARM D, BROAD PIECE									MOVEMENT 2, AC From: ARM A, A259 (NORTH) Straight: ARM C, B2187 BRIDGE ROAD									MOVEMENT 3, AB From: ARM A, A259 (NORTH) Right to: ARM B, A259 (SOUTH)									MOVEMENT 4, AA 'U' TURN From: ARM A, A259 (NORTH) 'U' turn ARM A, A259 (NORTH)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
16:30-16:45	29	5	0	0	1	0	0	35	111	5	1	1	0	0	0	0	7	25	151	40	7	2	0	2	1	202	792	0	0	0	0	0	0	0	0	0
16:45-17:00	23	4	0	0	0	0	0	27	102	5	2	1	0	0	0	0	8	28	156	40	2	1	0	2	1	201	780	0	0	0	0	0	0	0	0	0
17:00-17:15	17	2	0	1	0	0	0	20	104	5	0	0	0	0	1	0	6	33	157	30	1	0	0	4	0	192	763	0	0	0	0	0	0	0	0	0
17:15-17:30	25	3	0	1	0	0	0	29	129	3	1	0	0	0	0	0	4	34	166	24	1	2	0	4	2	197	735	0	0	0	0	0	0	0	0	1
17:30-17:45	21	4	0	0	1	0	0	26	134	6	2	0	0	0	0	0	10	39	166	18	1	1	0	4	0	190	696	0	0	0	0	0	0	0	0	2
17:45-18:00	27	2	0	0	0	0	0	29		12	1	0	0	0	0	0	13		158	17	3	3	0	3	1	184		0	0	0	0	0	0	0	0	
18:00-18:15	40	5	0	0	0	0	0	45		7	0	0	0	0	0	0	7		134	27	0	1	0	2	0	164		1	0	0	0	0	0	0	1	
18:15-18:30	30	4	0	0	0	0	0	34		8	1	0	0	0	0	0	9		135	15	1	2	1	4	0	158		1	0	0	0	0	0	0	1	
2 HR TOTAL	212	29	0	2	2	0	0	245		53	8	2	0	0	1	0	64		1223	211	16	12	1	25	5	1488		2	0	0	0	0	0	0	2	

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT **ARM B, A259 (SOUTH)** **DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016**

TIME	MOVEMENT 5, BA From: ARM B, A259 (SOUTH) Left to: ARM A, A259 (NORTH)									MOVEMENT 6, BD From: ARM B, A259 (SOUTH) Straight: ARM D, BROAD PIECE									MOVEMENT 7, BC From: ARM B, A259 (SOUTH) Right to: ARM C, B2187 BRIDGE ROAD									MOVEMENT 8, BB From: ARM B, A259 (SOUTH) 'U' turn ARM B, A259 (SOUTH)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
16:30-16:45	148	27	1	2	1	8	2	187	812	31	4	0	0	0	0	0	35	136	114	28	0	0	0	3	0	145	576	0	1	0	0	0	0	0	1	1
16:45-17:00	179	30	5	1	0	1	1	218	805	27	2	0	0	0	0	2	29	136	124	20	2	0	1	0	0	147	574	0	0	0	0	0	0	0	0	0
17:00-17:15	168	33	6	3	0	1	1	211	799	32	5	0	0	0	0	3	37	155	110	17	0	1	1	2	1	131	551	0	0	0	0	0	0	0	0	0
17:15-17:30	170	23	1	2	0	2	2	199	745	32	2	1	0	0	0	0	35	148	130	21	0	1	0	1	0	153	527	0	0	0	0	0	0	0	0	0
17:30-17:45	153	21	0	3	0	3	2	180	701	32	3	0	0	0	0	0	35	143	130	13	0	0	0	0	0	143	459	0	0	0	0	0	0	0	0	0
17:45-18:00	174	27	3	0	1	5	1	210		42	6	0	0	0	0	0	48		101	21	0	0	1	1	0	124		0	0	0	0	0	0	0	0	
18:00-18:15	140	17	0	0	0	0	1	157		28	2	0	0	0	0	1	30		91	15	0	0	1	0	1	107		0	0	0	0	0	0	0	0	
18:15-18:30	132	18	0	1	1	2	0	154		29	1	0	0	0	0	1	31		72	12	0	0	1	0	0	85		0	0	0	0	0	0	0	0	
2 HR TOTAL	1284	199	16	12	3	22	10	1513		253	25	1	0	0	0	7	279		872	147	2	2	5	7	2	1035		0	1	0	0	0	0	0	1	

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT **ROAD: ARM C, B2187 BRIDGE ROAD** **DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016**

TIME	MOVEMENT 9, CB From: ARM C, B2187 BRIDGE ROAD Left to: ARM B, A259 (SOUTH)									MOVEMENT 10, CA From: ARM C, B2187 BRIDGE ROAD Straight: ARM A, A259 (NORTH)									MOVEMENT 11, CD From: ARM C, B2187 BRIDGE ROAD Right to: ARM D, BROAD PIECE									MOVEMENT 12, CC From: ARM C, B2187 BRIDGE ROAD 'U' turn ARM C, B2187 BRIDGE ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
16:30-16:45	88	17	0	0	1	1	0	107	435	21	3	0	0	0	0	0	24	77	26	2	1	0	0	1	0	30	112	0	0	0	0	0	0	0	0	1
16:45-17:00	77	10	1	1	1	0	0	90	449	8	2	1	0	0	1	0	12	83	27	3	0	0	0	0	0	30	114	0	0	0	0	0	0	0	0	2
17:00-17:15	120	13	0	1	0	0	1	134	431	18	4	0	0	0	0	0	22	80	32	1	0	0	0	2	0	35	117	1	0	0	0	0	0	0	1	2
17:15-17:30	90	12	0	0	1	1	1	104	363	18	0	0	1	0	0	0	19	72	17	0	0	0	0	0	0	17	105	0	0	0	0	0	0	0	0	1
17:30-17:45	105	12	0	0	2	2	0	121	337	27	3	0	0	0	0	0	30	63	27	5	0	0	0	0	0	32	110	1	0	0	0	0	0	0	1	1
17:45-18:00	61	7	2	1	0	1	0	72		8	1	0	0	0	0	0	9		31	2	0	0	0	0	0	33		0	0	0	0	0	0	0	0	
18:00-18:15	55	7	2	0	1	1	0	66		14	0	0	0	0	0	0	14		21	2	0	0	0	0	0	23		0	0	0	0	0	0	0	0	
18:15-18:30	69	7	1	0	1	0	0	78		7	3	0	0	0	0	0	10		21	1	0	0	0	0	0	22		0	0	0	0	0	0	0	0	
2 HR TOTAL	685	85	6	3	7	6	2	772		121	16	1	1	0	1	0	140		202	16	1	0	0	3	0	222		2	0	0	0	0	0	0	2	

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT **ROAD: ARM D, BROAD PIECE** **DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016**

TIME	MOVEMENT 13, DC From: ARM D, BROAD PIECE Left to: ARM C, B2187 BRIDGE ROAD									MOVEMENT 14, DB From: ARM D, BROAD PIECE Straight: ARM B, A259 (SOUTH)									MOVEMENT 15, DA From: ARM D, BROAD PIECE Right to: ARM A, A259 (NORTH)									MOVEMENT 16, DD From: ARM D, BROAD PIECE 'U' turn: ARM D, BROAD PIECE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
16:30-16:45	37	3	0	0	0	0	0	40	150	24	4	1	0	0	0	0	29	129	30	1	0	0	1	1	0	33	120	0	0	0	0	0	0	0	0	0
16:45-17:00	32	3	0	0	0	0	0	35	142	36	3	0	0	0	0	0	39	139	30	1	0	0	0	0	0	31	113	0	0	0	0	0	0	0	0	0
17:00-17:15	35	8	0	0	0	0	0	43	143	25	2	0	0	0	0	1	27	121	21	1	0	0	0	0	0	22	113	0	0	0	0	0	0	0	0	0
17:15-17:30	30	1	0	0	0	1	0	32	149	27	7	0	0	0	0	0	34	128	33	1	0	0	0	0	0	34	129	0	0	0	0	0	0	0	0	0
17:30-17:45	27	3	1	0	0	1	0	32	151	34	5	0	0	0	0	1	39	125	22	3	0	0	1	0	0	26	122	0	0	0	0	0	0	0	0	0
17:45-18:00	34	2	0	0	0	0	0	36		19	2	0	0	0	0	0	21		27	4	0	0	0	0	0	31		0	0	0	0	0	0	0	0	
18:00-18:15	44	5	0	0	0	0	0	49		27	5	0	0	0	0	0	32		35	3	0	0	0	0	0	38		0	0	0	0	0	0	0	0	
18:15-18:30	33	1	0	0	0	0	0	34		30	3	0	0	0	0	1	33		22	4	0	1	0	0	0	27		0	0	0	0	0	0	0	0	
2 HR TOTAL	272	26	1	0	0	2	0	301		222	31	1	0	0	0	3	254		220		0	1	2	1	0	242		0		0	0	0	0	0	0	

File name:-Climping Roundabout 5 App 8 DEBBY

Site 5 Roundabout pm

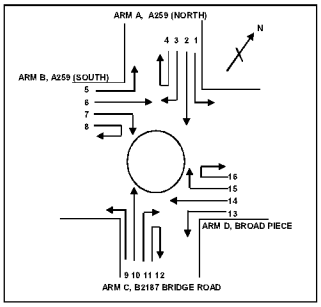
Surveys undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

Climping Video Turning Count Site 5
A259/BRIDGE ROAD ROUNDABOUT

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016 **2 HOUR PM SUMMARY**

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
16:30-16:45	244	368	161	102	875	3477	244	339	192	100	875	3477
16:45-17:00	236	392	132	105	865	3467	259	330	190	86	865	3467
17:00-17:15	216	379	192	92	881	3512	255	353	161	92	881	3512
17:15-17:30	230	366	140	100	856	3284	251	335	169	81	856	3284
17:30-17:45	226	358	184	97	865	3083	236	350	186	93	865	3083
17:45-18:00	226	382	114	88	810		250	277	173	110	810	
18:00-18:15	217	294	103	119	733		210	262	163	98	733	
18:15-18:30	202	269	110	94	675		192	269	126	86	675	
2 HR TOTAL	1799	2828	1136	797	6580		1897	2515	1402	746	6580	



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

Undertaken on behalf of

Bellamy Roberts

By

High Mast Video Ltd

57 Maisemore Gardens
Emsworth
Hampshire PO10 7JX
Tel: 01243 370444
Fax: 01243 375444

ARUN DISTRICT COUNCIL CM/1/17/OUT

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

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

DAY/DATE: Thursday 24th September 2015

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

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

WEATHER: Sunny, dry all day

NOTES: No major accidents or incidents noted

ARUN DISTRICT COUNCIL CM/1/17/OUT

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT — DAY/DATE: THURSDAY 24th SEPTEMBER 2015

ROAD: ARM A, CHURCH LANE — NOTE:

TIME	MOVEMENT 1, AD										MOVEMENT 2, AC										MOVEMENT 3, AB										MOVEMENT 4, AA									
	From: ARM A, CHURCH LANE Left to: ARM D, A259 (EAST)										From: ARM A, CHURCH LANE Straight to: ARM C, CROOKTHORN LANE										From: ARM A, CHURCH LANE Right to: ARM B, A259 (WEST)										From: ARM A, CHURCH LANE 'U' Turn to: ARM A, CHURCH LANE									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU
07:30-07:45	40	15	0	3	0	1	0	59	308	62	1	0	0	0	0	0	0	1	11	1	3	3	2	0	0	0	0	8	49	9	0	0	0	0	0	0	0	0	2	0
07:45-08:00	69	21	1	2	0	0	0	93	339	96	1	0	1	0	0	0	1	2	14	3	13	2	2	0	0	0	0	17	54	18	1	0	0	0	0	0	0	1	2	1
08:00-08:15	57	23	3	1	0	0	0	84	353	87	5	0	0	0	0	0	0	5	15	5	8	1	1	0	0	0	0	10	58	11	0	0	0	0	0	0	0	0	1	0
08:15-08:30	52	17	1	0	2	0	0	72	335	75	2	1	0	0	0	0	0	3	10	3	11	2	0	0	1	0	0	14	69	15	1	0	0	0	0	0	0	1	1	1
08:30-08:45	76	11	1	1	1	0	0	90	322	93	3	1	0	0	0	0	0	4	7	4	8	3	0	2	0	0	0	13	67	16	0	0	0	0	0	0	0	0	1	0
08:45-09:00	79	25	0	1	0	2	0	107		107	3	0	0	0	0	0	0	3		3	13	5	3	0	0	0	0	21		23	0	0	0	0	0	0	0	0		0
09:00-09:15	52	13	1	0	0	0	0	66		67	0	0	0	0	0	0	0	0		0	18	3	0	0	0	0	0	21		21	0	0	0	0	0	0	0	0		0
09:15-09:30	46	8	4	1	0	0	0	59		62	0	0	0	0	0	0	0	0		0	5	6	1	0	0	0	0	12		13	0	0	0	1	0	0	0	1		2
2 HR TOTAL	471	133	11	9	3	3	0	630		648.4	15	2	1	0	0	0	1	18		18.5	79	25	9	2	1	0	0	116		124.1	2	0	0	1	0	0	0	3		4.3

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT — DAY/DATE: THURSDAY 24th SEPTEMBER 2015

ROAD: ARM B, A259 (WEST)

TIME	MOVEMENT 5, BA										MOVEMENT 6, BD										MOVEMENT 7, BC										MOVEMENT 8, BB									
	From: ARM B, A259 (WEST) Left to: ARM A, CHURCH LANE										From: ARM B, A259 (WEST) Straight to: ARM D, A259 (EAST)										From: ARM B, A259 (WEST) Right to: ARM C, CROOKTHORN LANE										From: ARM B, A259 (WEST) 'U' Turn to: ARM B, A259 (WEST)									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU
07:30-07:45	26	5	0	0	0	0	0	31	86	31	155	46	2	0	4	3	0	210	838	213	0	1	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0
07:45-08:00	15	1	0	0	0	0	0	16	74	16	146	33	5	0	3	1	1	188	850	193	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
08:00-08:15	12	3	0	0	0	2	0	17	79	16	163	39	4	3	3	2	0	214	869	222	0	0	0	0	0	0	1	0	11	0	0	0	0	0	0	0	0	0	0	0
08:15-08:30	18	3	1	0	0	0	0	22	87	23	184	32	3	1	3	3	0	226	869	230	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
08:30-08:45	15	3	0	0	0	1	0	19	97	18	181	36	2	1	1	1	0	222	831	225	2	1	0	0	0	0	0	3	13	3	0	0	0	0	0	0	0	0	0	0
08:45-09:00	16	3	1	1	0	0	0	21		23	159	40	3	2	1	2	0	207		211	8	0	0	0	0	0	0	8		8	0	0	0	0	0	0	0	0		0
09:00-09:15	18	5	0	1	1	0	0	25		27	182	21	9	1	1	0	0	214		221	1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	0	0		0
09:15-09:30	25	5	1	1	0	0	0	32		34	141	43	3	0	1	0	0	188		191	1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	0	0		0
2 HR TOTAL	145	28	3	3	1	3	0	183		187.6	1311	290	31	8	17	12	1	1669		1705	12	2	0	0	0	0	4	14		14	0	0	0	0	0	0	0	0		0

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT — DAY/DATE: THURSDAY 24th SEPTEMBER 2015

ROAD: ARM C, CROOKTHORN LANE

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

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT — DAY/DATE: THURSDAY 24th SEPTEMBER 2015

ROAD: ARM D, A259 (EAST)

TIME	MOVEMENT 13, DC										MOVEMENT 14, DB										MOVEMENT 15, DA										MOVEMENT 16, DD									
	From: ARM D, A259 (EAST) Left to: ARM C, CROOKTHORN LANE										From: ARM D, A259 (EAST) Straight to: ARM B, A259 (WEST)										From: ARM D, A259 (EAST) Right to: ARM A, CHURCH LANE										From: ARM D, A259 (EAST) 'U' Turn to: ARM D, A259 (EAST)									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU
07:30-07:45	0	1	0	0	0	0	0	1	3	1	136	28	2	3	3	0	0	172	782	180	111	26	2	2	0	0	0	141	548	145	1	0	0	0	0	0	0	1	3	1
07:45-08:00	0	0	0	0	0	0	0	0	2	0	175	35	2	0	1	2	1	215	793	216	118	29	1	2	1	1	0	152	520	156	1	0	0	0	0	0	0	1	3	1
08:00-08:15	1	0	0	0	0	0	0	1	2	1	157	32	1	2	1	2	1	195	710	198	111	17	0	0	0	2	0	130	463	129	0	0	0	0	0	0	0	0	2	0
08:15-08:30	0	1	0	0	0	0	0	1	2	1	145	45	4	4	1	1	0	200	688	208	96	26	2	0	1	0	0	125	408	127	0	1	0	0	0	0	0	1	2	1
08:30-08:45	0	0	0	0	0	0	0	0	1	0	141	37	3	0	1	1	0	183	650	185	97	14	2	0	0	0	0	113	366	114	1	0	0	0	0	0	0	1	1	1
08:45-09:00	0	0	0	0	0	0	0	0		0	97	22	6	4	2	1	0	132		142	76	16	0	3	0	0	0	95		99	0	0	0	0	0	0	0	0		0

09:00-09:15	1	0	0	0	0	0	0	1		1	124	33	8	5	2	1	0	173		185	55	15	3	1	0	1	0	75		77	0	0	0	0	0	0	0	0		0
09:15-09:30	0	0	0	0	0	0	0	0		0	115	34	8	2	3	0	0	162		172	66	13	2	1	0	1	0	83		85	0	0	0	0	0	0	0	0		0
2 HR TOTAL	2	2	0	0	0	0	0	4		4	1090	266	34	20	14	8	2	1432		1484	730	156	12	9	2	5	0	914		930.7	3	1	0	0	0	0	0	4		4

File name:-Climping Roundabout Summary App 8 DEBBY

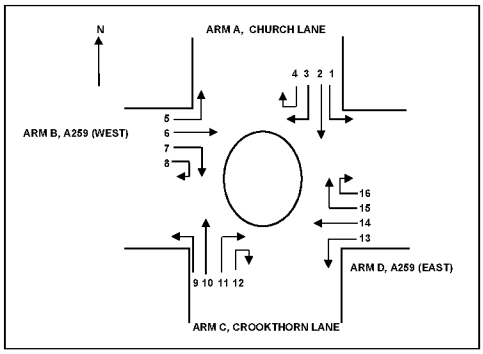
Climping Roundabout

Undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT MORNING PEAK

DAY/DATE: THURSDAY 24th SEPTEMBER 2015

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
07:30-07:45	68	242	3	315	628	2645	174	180	3	271	628	2645
07:45-08:00	113	204	1	368	686	2670	170	232	2	282	686	2670
08:00-08:15	99	231	6	326	662	2610	148	205	6	303	662	2610
08:15-08:30	90	248	4	327	669	2546	149	214	4	302	669	2546
08:30-08:45	107	244	5	297	653	2425	133	197	7	316	653	2425
08:45-09:00	131	236	32	227	626		123	161	11	331	626	
09:00-09:15	87	240	22	249	598		106	197	2	293	598	
09:15-09:30	72	221	10	245	548		119	177	1	251	548	
2 HR TOTAL	767	1866	83	2354	5070		1122	1563	36	2349	5070	



SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT — DAY/DATE: THURSDAY 24th SEPTEMBER 2015

ROAD: ARM A, CHURCH LANE

TIME	MOVEMENT 1, AD From: ARM A, CHURCH LANE Left to: ARM D, A259 (EAST)										MOVEMENT 2, AC From: ARM A, CHURCH LANE Straight to: ARM C, CROOKTHORN LANE										MOVEMENT 3, AB From: ARM A, CHURCH LANE Right to: ARM B, A259 (WEST)										MOVEMENT 4, AA From: ARM A, CHURCH LANE 'U' Turn to: ARM A, CHURCH LANE									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU
16:30-16:45	88	13	2	0	0	0	0	103	497	104	1	0	0	0	0	0	0	1	2	1	43	9	0	1	0	0	0	53	222	54	0	0	0	0	0	0	0	0	0	0
16:45-17:00	107	29	2	1	0	0	1	139	534	141	0	0	0	0	0	0	1	0	2	0	36	10	0	1	1	1	0	49	219	51	0	0	0	0	0	0	0	0	0	0
17:00-17:15	96	27	1	0	0	0	0	124	501	125	0	0	0	0	0	0	2	0	2	0	49	10	1	0	0	0	0	60	211	61	0	0	0	0	0	0	0	0	0	0
17:15-17:30	102	27	0	1	0	1	0	131	453	132	1	0	0	0	0	0	3	1	2	1	44	14	0	0	0	2	0	60	193	59	0	0	0	0	0	0	0	0	0	0
17:30-17:45	110	23	1	0	0	6	0	140	410	137	1	0	0	0	0	0	2	1	1	1	43	6	0	0	0	1	0	50	175	49	0	0	0	0	0	0	0	0	0	0
17:45-18:00	79	26	0	0	0	1	1	106		105	0	0	0	0	0	0	0	0		0	36	5	0	0	0	0	0	41		41	0	0	0	0	0	0	0	0		0
18:00-18:15	66	10	0	0	0	0	0	76		76	0	0	0	0	0	0	0	0		0	39	2	0	0	0	1	0	42		41	0	0	0	0	0	0	0	0		0
18:15-18:30	74	12	2	0	0	0	1	88		89	0	0	0	0	0	0	1	0		0	33	8	0	0	0	1	0	42		41	0	0	0	0	0	0	0	0		0
2 HR TOTAL	722	167	8	2	0	8	3	907		908.8	3	0	0	0	0	0	9	3		3	323	64	1	2	1	6	0	397		397.5	0	0	0	0	0	0	0	0		0

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT — DAY/DATE: THURSDAY 24th SEPTEMBER 2015

ROAD: ARM B, A259 (WEST)

TIME	MOVEMENT 5, BA From: ARM B, A259 (WEST) Left to: ARM A, CHURCH LANE										MOVEMENT 6, BD From: ARM B, A259 (WEST) Straight to: ARM D, A259 (EAST)										MOVEMENT 7, BC From: ARM B, A259 (WEST) Right to: ARM C, CROOKTHORN LANE										MOVEMENT 8, BB From: ARM B, A259 (WEST) 'U' Turn to: ARM B, A259 (WEST)									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU
16:30-16:45	12	4	0	0	0	0	1	16	64	16	145	32	2	1	2	0	0	182	879	186	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4	0
16:45-17:00	11	3	1	5	0	0	0	20	66	27	163	44	0	1	1	4	0	213	891	213	0	1	0	0	0	0	0	1	3	1	2	0	0	0	0	0	0	2	4	2
17:00-17:15	7	0	2	0	0	0	0	9	56	10	204	35	4	0	1	2	1	246	883	248	0	1	0	0	0	0	0	1	4	1	2	0	0	0	0	0	0	2	2	2
17:15-17:30	16	2	0	1	0	0	0	19	56	20	209	24	2	0	1	2	1	238	807	239	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0
17:30-17:45	13	4	1	0	0	0	0	18	50	19	166	22	3	0	2	1	1	194	764	197	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	9	1	0	0	0	0	0	10		10	183	21	0	0	1	0	2	205		206	0	2	0	0	0	0	1	2		2	0	0	0	0	0	0	0	0		0
18:00-18:15	8	0	0	0	0	1	0	9		8	140	26	1	0	2	1	0	170		172	1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	0	0		0
18:15-18:30	12	1	0	0	0	0	0	13		13	170	21	0	1	1	2	0	195		196	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0
2 HR TOTAL	88	15	4	6	0	1	1	114		123.2	1380	225	12	3	11	12	5	1643		1657	2	4	0	0	0	0	2	6		6	4	0	0	0	0	0	0	4		4

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT — DAY/DATE: THURSDAY 24th SEPTEMBER 2015

ROAD: ARM C, CROOKTHORN LANE

TIME	MOVEMENT 9, CB From: ARM C, CROOKTHORN LANE Left to: ARM B, A259 (WEST)										MOVEMENT 10, CA From: ARM C, CROOKTHORN LANE Straight to: ARM A, CHURCH LANE										MOVEMENT 11, CD From: ARM C, CROOKTHORN LANE Right to: ARM D, A259 (EAST)										MOVEMENT 12, CC From: ARM C, CROOKTHORN LANE 'U' Turn to: ARM C, CROOKTHORN LANE									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU
16:30-16:45	4	0	0	0	0	0	0	4	9	4	0	0	0	0	0	0	0	0	2	0	6	1	0	0	0	0	0	7	16	7	0	0	0	0	0	0	0	0	0	0
16:45-17:00	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	1	0	2	0	2	1	0	0	0	0	0	3	11	3	0	0	0	0	0	0	0	0	0	0
17:00-17:15	3	0	0	0	0	0	1	3	6	3	1	1	0	0	0	0	1	2	2	2	3	1	0	0	0	0	0	4	8	4	0	0	0	0	0	0	0	0	0	0
17:15-17:30	1	0	0	0	0	0	1	1	5	1	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	2	10	2	0	0	0	0	0	0	0	0	0	0
17:30-17:45	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	2	0	1	0	1	1	0	0	0	0	0	2	16	2	0	0	0	0	0	0	0	0	0	0
17:45-18:00	1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0
18:00-18:15	1	1	0	0	0	0	0	2		2	0	0	0	0	0	0	0	0		0	4	2	0	0	0	0	0	6		6	0	0	0	0	0	0	0	0		0
18:15-18:30	0	0	0	0	0	0	2	0		0	1	0	0	0	0	0	0	1		1	7	1	0	0	0	0	0	8		8	0	0	0	0	0	0	0	0		0
2 HR TOTAL	12	1	0	0	0	0	4	13		13	2	1	0	0	0	0	6	3		3	24	8	0	0	0	0	0	32		32	0	0	0	0	0	0	0	0		0

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT — DAY/DATE: THURSDAY 24th SEPTEMBER 2015

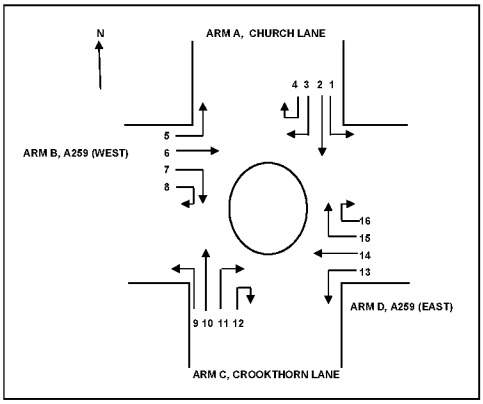
ROAD: ARM D, A259 (EAST)

TIME	MOVEMENT 13, DC From: ARM D, A259 (EAST) Left to: ARM C, CROOKTHORN LANE										MOVEMENT 14, DB From: ARM D, A259 (EAST) Straight to: ARM B, A259 (WEST)										MOVEMENT 15, DA From: ARM D, A259 (EAST) Right to: ARM A, CHURCH LANE										MOVEMENT 16, DD From: ARM D, A259 (EAST) 'U' Turn to: ARM D, A259 (EAST)									
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	HR	PCU
16:30-16:45	0	0	0	0	0	0	0	0	0	0	195	40	4	2	1	3	0	245	971	249	48	9	3	0	0	1	0	61	228	62	6	0	0	0	0	0	0	6	23	6
16:45-17:00	0	0	0	0	0	0	0	0	0	0	188	42	0	0	1	3	0	234	994	233	47	14	2	0	1	0	0	64	207	66	4	1	0	0	0	0	0	5	21	5
17:00-17:15	0	0	0	0	0	0	0	0	0	0	206	33	1	1	2	3	1	246	1038	248	32	9	0	0	0	0	0	41	191	41	9	0	0	0	0	0	0	9	19	9
17:15-17:30	0	0	0	0	0	0	0	0	1	0	214	28	0	0	2	2	0	246	1011	247	55	6	0	0	0	1	0	62	203	61	3	0	0	0	0	0	0	3	14	3
17:30-17:45	0	0	0	0	0	0	0	0	3	0	238	27	2	0	0	1	1	268	972	268	34	5	1	0	0	0	1	40	189	41	4	0	0	0	0	0	0	4	13	4
17:45-18:00	0	0	0	0	0	0	0	0		0	234	39	0	0	1	4	0	278		277	40	7	0	0	0	1	0	48		47	3	0	0	0	0	0	0	3		3
18:00-18:15	1	0	0	0	0	0	0	1		1	187	27	0	0	1	4	0	219		218	46	5	0	2	0	0	0	53		56	4	0	0	0	0	0	0	4		4
18:15-18:30	1	0	1	0	0	0	0	2		3	183	20	1	0	1	2	2	207		207	44	3	0	0	0	1	0	48		47	2	0	0	0	0	0	0	2		2
2 HR TOTAL	2	0	1	0	0	0	0	3		3.5	1645	256	8	3	9	22	4	1943		1947	346	58	6	2	1	4	1	417		421.2	35	1	0	0	0	0	0	36		36

SITE: A259 / CHURCH LAND, CLIMPING ROUNDABOUT EVENING PEAK

DAY/DATE: THURSDAY 24th SEPTEMBER 2015

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
16:30-16:45	157	198	11	312	678	2920	77	302	1	298	678	2920
16:45-17:00	188	236	4	303	731	2960	84	286	1	360	731	2960
17:00-17:15	184	258	9	296	747	2923	52	311	1	383	747	2923
17:15-17:30	192	258	3	311	764	2759	81	307	2	374	764	2759
17:30-17:45	191	212	3	312	718	2601	58	319	1	340	718	2601
17:45-18:00	147	217	1	329	694		58	320	2	314	694	
18:00-18:15	118	180	8	277	583		62	263	2	256	583	
18:15-18:30	130	208	9	259	606		62	249	2	293	606	
2 HR TOTAL	1307	1767	48	2399	5521		534	2357	12	2618	5521	



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

Undertaken on behalf of

Bellamy Roberts

By

High Mast Video Ltd

57 Maisemore Gardens
Emsworth
Hampshire PO10 7JX
Tel: 01243 370444
Fax: 01243 375444

ARUN DISTRICT COUNCIL CM/1/17/OUT

NOTES ON CLASSIFIED TURNING COUNTS

AROUND CLIMPING, WEST SUSSEX

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

DAY/DATE: Tuesday 27th September 2016

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

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

WEATHER: Dry all day

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

Video Turning Count Site 1
A259 / B2132 STAGGERED CROSS ROADS

SITE: 1, A259 / A2132 STAGGERED CROSSROADS **ROAD: ARM A, B2132 (NORTH)** **DAY/DATE: TUESDAY 27th SEPTEMBER 2016**

TIME	MOVEMENT 1, AD From: ARM A, B2132 (NORTH) Left to: ARM D, A259 (EAST)									MOVEMENT 2, AC From: ARM A, B2132 (NORTH) Right/Left: ARM C, B2132 (SOUTH)									MOVEMENT 3, AB From: ARM A, B2132 (NORTH) Right to: ARM B, A259 (WEST)									MOVEMENT 4, AA 'U' TURN From: ARM A, B2132 (NORTH) 'U' turn: ARM A, B2132 (NORTH)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	0	1	0	0	0	0	0	1	6	3	0	0	0	0	0	0	3	28	15	6	1	0	0	1	1	8	28	0	0	0	0	0	0	0	0	0
07:45-08:00	2	0	0	0	0	0	0	2	7	2	1	0	0	0	1	0	4	33	31	5	0	0	1	0	1	6	23	0	0	0	0	0	0	0	0	0
08:00-08:15	2	0	0	0	0	0	0	2	5	7	2	0	0	0	0	1	9	39	38	4	0	1	1	1	0	7	21	0	0	0	0	0	0	0	0	0
08:15-08:30	1	0	0	0	0	0	0	1	8	10	2	0	0	0	0	1	12	42	16	7	0	0	0	0	0	7	20	0	0	0	0	0	0	0	0	0
08:30-08:45	1	1	0	0	0	0	0	2	11	7	1	0	0	0	0	0	8	39	21	3	0	0	0	0	0	3	20	0	0	0	0	0	0	0	0	0
08:45-09:00	0	0	0	0	0	0	0	0		9	1	0	0	0	0	1	10		20	2	1	0	1	0	0	4		0	0	0	0	0	0	0	0	
09:00-09:15	4	1	0	0	0	0	0	5		8	2	1	0	1	0	0	12		24	5	0	0	1	0	0	6		0	0	0	0	0	0	0	0	
09:15-09:30	3	1	0	0	0	0	0	4		9	0	0	0	0	0	2	9		24	6	0	0	1	0	0	7		0	0	0	0	0	0	0	0	
2 HR TOTAL	13	4	0	0	0	0	0	17		55	9	1	0	1	1	5	67		189	38	2	1	5	2	2	48		0	0	0	0	0	0	0	0	

SITE: 1, A259 / A2132 STAGGERED CROSSROADS **ARM B, A259 (WEST)** **DAY/DATE: TUESDAY 27th SEPTEMBER 2016**

TIME	MOVEMENT 5, BA From: ARM B, A259 (WEST) Left to: ARM A, B2132 (NORTH)									MOVEMENT 6, BD From: ARM B, A259 (WEST) Straight: ARM D, A259 (EAST)									MOVEMENT 7, BC From: ARM B, A259 (WEST) Right to: ARM C, B2132 (SOUTH)									MOVEMENT 8, BB From: ARM B, A259 (WEST) 'U' turn: ARM B, A259 (WEST)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	58	10	1	0	1	1	0	71	320	184	40	3	4	0	2	1	233	741	7	2	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0
07:45-08:00	58	10	0	0	1	1	0	70	317	133	37	8	1	1	2	2	182	709	11	2	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0
08:00-08:15	69	8	0	0	1	2	0	80	304	122	36	4	3	0	2	0	167	674	7	1	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
08:15-08:30	80	9	0	0	0	0	0	89	260	127	24	4	0	0	4	0	159	671	9	1	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0
08:30-08:45	58	9	0	0	1	0	0	68	204	162	31	4	1	3	0	0	201	677	14	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
08:45-09:00	47	8	1	0	0	1	0	57		110	30	2	4	0	1	1	147		6	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0	
09:00-09:15	28	6	0	0	2	0	1	36		126	28	6	1	0	3	0	164		7	3	0	0	0	0	0	3		0	0	0	0	0	0	0	0	
09:15-09:30	36	5	0	1	1	0	0	43		131	26	1	5	1	1	0	165		7	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0	
2 HR TOTAL	444	65	2	1	7	5	1	524		1095	252	32	19	5	15	4	1418		68	11	0	0	0	0	0	11		0	0	0	0	0	0	0	0	

SITE: 1, A259 / A2132 STAGGERED CROSSROADS **ROAD: ARM C, B2132 (SOUTH)** **DAY/DATE: TUESDAY 27th SEPTEMBER 2016**

TIME	MOVEMENT 9, CB From: ARM C, B2132 (SOUTH) Left to: ARM B, A259 (WEST)									MOVEMENT 10, CA From: ARM C, B2132 (SOUTH) Right/Left: ARM A, B2132 (NORTH)									MOVEMENT 11, CD From: ARM C, B2132 (SOUTH) Right to: ARM D, A259 (EAST)									MOVEMENT 12, CC From: ARM C, B2132 (SOUTH) 'U' turn: ARM C, B2132 (SOUTH)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	2	0	0	0	0	0	0	2	13	21	2	0	0	0	0	0	23	83	9	5	0	0	0	0	1	5	18	0	0	0	0	0	0	0	0	0
07:45-08:00	5	0	0	0	0	0	0	5	16	18	4	0	0	0	0	2	22	77	10	2	0	0	1	1	0	4	14	0	0	0	0	0	0	0	0	0
08:00-08:15	1	1	0	0	0	0	0	2	13	18	2	0	0	0	0	2	20	75	7	2	2	0	0	1	0	5	11	0	0	0	0	0	0	0	0	0
08:15-08:30	2	2	0	0	0	0	0	4	15	16	1	1	0	0	0	1	18	65	10	4	0	0	0	0	2	4	10	0	0	0	0	0	0	0	0	0
08:30-08:45	3	2	0	0	0	0	0	5	10	12	5	0	0	0	0	0	17	64	17	1	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0
08:45-09:00	1	0	1	0	0	0	0	2		18	3	0	0	0	0	0	21		21	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0	
09:00-09:15	3	0	1	0	0	0	0	4		7	1	0	0	1	0	1	9		16	3	0	0	1	0	0	4		0	0	0	0	0	0	0	0	
09:15-09:30	7	1	0	0	0	0	0	8		16	1	0	0	0	0	0	17		16	2	0	0	0	2	0	4		0	0	0	0	0	0	0	0	
2 HR TOTAL	24	6	2	0	0	0	0	32		126	19	1	0	1	0	6	147		108	20	2	0	2	4	3	28		0	0	0	0	0	0	0	0	

SITE: 1, A259 / A2132 STAGGERED CROSSROADS **ROAD: ARM D, A259 (EAST)** **DAY/DATE: TUESDAY 27th SEPTEMBER 2016**

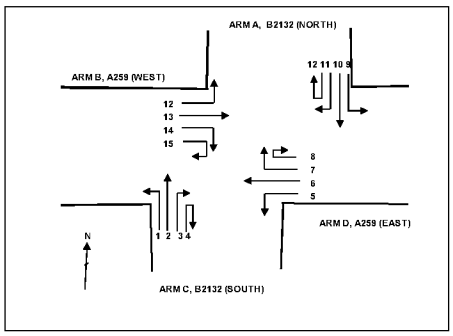
TIME	MOVEMENT 13, DC From: ARM D, A259 (EAST) Left to: ARM C, B2132 (SOUTH)									MOVEMENT 14, DB From: ARM D, A259 (EAST) Straight: ARM B, A259 (WEST)									MOVEMENT 15, DA From: ARM D, A259 (EAST) Right to: ARM A, B2132 (NORTH)									MOVEMENT 16, DD From: ARM D, A259 (EAST) 'U' turn: ARM D, A259 (EAST)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	6	2	0	0	0	1	0	9	36	134	29	4	2	0	0	0	169	553	1	2	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0
07:45-08:00	6	1	0	0	0	0	1	7	39	118	35	3	5	0	3	0	164	484	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:00-08:15	4	4	0	0	0	0	0	8	48	88	9	2	2	2	4	0	107	504	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15-08:30	7	5	0	0	0	0	0	12	62	84	20	3	3	0	3	2	113	589	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30-08:45	9	1	0	1	0	1	0	12	66	77	22	0	0	0	1	1	100	618	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
08:45-09:00	14	2	0	0	0	0	0	16		146	28	4	3	1	2	0	184		11	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
09:00-09:15	16	4	0	0	1	1	0	22		155	27	3	6	1	0	0	192		4	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
09:15-09:30	11	5	2	0	0	0	0	18		106	27	5	2	2	0	0	142		1	3	1	1	0	0	0	5		0	0	0	0	0	0	0	0	
2 HR TOTAL	73	24	2	1	1	3	1	104		908	197	24	23	6	13	3	1171		21	6	1	1	0	0	0	8		0	0	0	0	0	0	0	0	

Video Turning Count Site 1
A259 / B2132 STAGGERED CROSS ROADS

SITE: 1, A259 / A2132 STAGGERED CROSSROADS

DAY/DATE: TUESDAY 27th SEPTEMBER 2016 **2 HOUR AM SUMMARY**

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
07:30-07:45	12	306	30	180	**528**	**1835**	96	179	14	239	**528**	**1835**
07:45-08:00	12	254	31	172	**469**	**1724**	93	175	13	188	**469**	**1724**
08:00-08:15	18	248	27	115	**408**	**1698**	100	116	18	174	**408**	**1698**
08:15-08:30	20	259	26	125	**430**	**1747**	117	124	25	164	**430**	**1747**
08:30-08:45	13	269	23	112	**417**	**1740**	85	108	20	204	**417**	**1740**
08:45-09:00	14	205	24	200	**443**		78	190	27	148	**443**	
09:00-09:15	23	203	17	214	**457**		45	202	37	173	**457**	
09:15-09:30	20	209	29	165	**423**		65	157	28	173	**423**	
2 HR TOTAL	**132**	**1953**	**207**	**1283**	**3575**		**679**	**1251**	**182**	**1463**	**3575**	



Video Turning Count Site 1
A259 / B2132 STAGGERED CROSS ROADS

SITE: 1, A259 / A2132 STAGGERED CROSSROADS **ROAD: ARM A, B2132 (NORTH)** **DAY/DATE: TUESDAY 27th SEPTEMBER 2016**

TIME	MOVEMENT 1, AD From: ARM A, B2132 (NORTH) Left to: ARM D, A259 (EAST)									MOVEMENT 2, AC From: ARM A, B2132 (NORTH) Right/Left: ARM C, B2132 (SOUTH)									MOVEMENT 3, AB From: ARM A, B2132 (NORTH) Right to: ARM B, A259 (WEST)									MOVEMENT 4, AA 'U' TURN From: ARM A, B2132 (NORTH) 'U' turn: ARM A, B2132 (NORTH)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
16:30-16:45	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	41	11	3	0	0	1	0	0	15	68	0	0	0	0	0	0	0	0	0
16:45-17:00	1	2	0	0	0	0	0	3	0	8	3	0	0	0	0	2	13	42	19	3	1	0	1	0	0	24	74	0	0	0	0	0	0	0	0	0
17:00-17:15	1	0	0	0	0	0	0	1	0	5	1	0	0	0	0	1	6	39	8	3	0	0	2	0	0	13	85	0	0	0	0	0	0	0	0	0
17:15-17:30	3	1	0	0	0	0	0	4	0	10	3	0	0	0	0	2	13	49	14	2	0	0	0	0	0	16	101	0	0	0	0	0	0	0	0	0
17:30-17:45	1	0	0	0	0	0	0	1	0	10	1	0	0	0	1	1	12	51	16	2	0	2	1	0	0	21	115	0	0	0	0	0	0	0	0	0
17:45-18:00	1	1	0	0	0	0	0	2		5	3	0	0	0	0	0	8		27	7	0	0	1	0	0	35		0	0	0	0	0	0	0	0	
18:00-18:15	1	0	0	0	0	0	0	1		15	0	0	0	0	1	0	16		22	6	0	1	0	0	0	29		0	0	0	0	0	0	0	0	
18:15-18:30	0	1	0	0	0	0	0	1		14	1	0	0	0	0	0	15		25	3	0	0	2	0	0	30		0	0	0	0	0	0	0	0	
2 HR TOTAL	8	5	0	0	0	0	0	13		76	14	0	0	0	2	6	92		142	29	1	3	8	0	0	183		0	0	0	0	0	0	0	0	

SITE: 1, A259 / A2132 STAGGERED CROSSROADS **ARM B, A259 (WEST)** **DAY/DATE: TUESDAY 27th SEPTEMBER 2016**

TIME	MOVEMENT 5, BA From: ARM B, A259 (WEST) Left to: ARM A, B2132 (NORTH)									MOVEMENT 6, BD From: ARM B, A259 (WEST) Straight: ARM D, A259 (EAST)									MOVEMENT 7, BC From: ARM B, A259 (WEST) Right to: ARM C, B2132 (SOUTH)									MOVEMENT 8, BB From: ARM B, A259 (WEST) 'U' turn: ARM B, A259 (WEST)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
16:30-16:45	26	7	0	0	0	0	0	33	147	145	42	1	1	2	1	0	192	757	7	2	0	0	0	0	0	9	40	0	0	0	0	0	0	0	0	0
16:45-17:00	32	4	0	0	1	0	0	37	156	155	23	3	0	1	2	0	184	723	11	2	0	0	0	0	0	13	45	0	0	0	0	0	0	0	0	0
17:00-17:15	33	5	0	0	0	0	0	38	170	142	36	3	3	0	0	0	184	714	7	1	0	0	0	0	0	8	39	0	0	0	0	0	0	0	0	0
17:15-17:30	33	5	0	0	1	0	2	39	163	166	24	1	0	1	5	3	197	673	9	1	0	0	0	0	0	10	41	0	0	0	0	0	0	0	0	0
17:30-17:45	48	3	0	0	1	0	0	52	156	139	17	2	0	0	0	0	158	596	14	0	0	0	0	0	0	14	39	0	0	0	0	0	0	0	0	0
17:45-18:00	37	3	0	0	1	0	1	41		141	28	1	1	0	4	1	175		6	1	0	0	0	0	0	7		0	0	0	0	0	0	0	0	
18:00-18:15	26	5	0	0	0	0	0	31		121	15	5	1	0	1	0	143		7	3	0	0	0	0	0	10		0	0	0	0	0	0	0	0	
18:15-18:30	24	7	0	0	1	0	0	32		104	16	0	0	0	0	1	120		7	1	0	0	0	0	0	8		0	0	0	0	0	0	0	0	
2 HR TOTAL	259	39	0	0	5	0	3	303		1113	201	16	6	4	13	5	1353		68	11	0	0	0	0	0	79		0	0	0	0	0	0	0	0	

SITE: 1, A259 / A2132 STAGGERED CROSSROADS **ROAD: ARM C, B2132 (SOUTH)** **DAY/DATE: TUESDAY 27th SEPTEMBER 2016**

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

SITE: 1, A259 / A2132 STAGGERED CROSSROADS **ROAD: ARM D, A259 (EAST)** **DAY/DATE: TUESDAY 27th SEPTEMBER 2016**

TIME	MOVEMENT 13, DC From: ARM D, A259 (EAST) Left to: ARM C, B2132 (SOUTH)									MOVEMENT 14, DB From: ARM D, A259 (EAST) Straight: ARM B, A259 (WEST)									MOVEMENT 15, DA From: ARM D, A259 (EAST) Right to: ARM A, B2132 (NORTH)									MOVEMENT 16, DD From: ARM D, A259 (EAST) 'U' turn: ARM D, A259 (EAST)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
16:30-16:45	46	10	0	0	1	1	2	58	227	170	48	0	0	0	6	1	224	933	1	1	0	0	0	0	0	2	23	0	0	0	0	0	0	0	0	0
16:45-17:00	43	8	0	0	0	0	1	51	215	157	30	0	0	0	1	0	188	950	7	1	0	0	0	0	0	8	27	0	0	0	0	0	0	0	0	0
17:00-17:15	44	11	0	0	0	1	1	56	211	232	41	2	2	0	4	1	281	978	7	3	0	0	0	0	0	10	21	0	0	0	0	0	0	0	0	0
17:15-17:30	53	7	0	0	0	2	1	62	195	210	25	1	1	0	3	1	240	882	2	1	0	0	0	0	0	3	16	0	0	0	0	0	0	0	0	0
17:30-17:45	41	4	0	0	0	1	1	46	172	201	32	0	2	0	6	0	241	804	4	2	0	0	0	0	0	6	15	0	0	0	0	0	0	0	0	0
17:45-18:00	45	2	0	0	0	0	0	47		162	20	1	2	0	1	2	216		1	1	0	0	0	0	0	2		0	0	0	0	0	0	0	0	
18:00-18:15	37	3	0	0	0	0	0	40		163	19	0	1	1	1	1	185		2	3	0	0	0	0	1	5		0	0	0	0	0	0	0	0	
18:15-18:30	34	3	1	0	0	1	1	39		138	18	1	1	0	4	0	162		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0	
2 HR TOTAL	343	48	1	0	1	6	7	398		1463	233	5	9	1	26	6	1737		26		0	0	0	0	1	38		0		0	0	0	0	0	0	

File name:-Climping_Sites_1-4 App 8 DEBBY

Site 1 pm

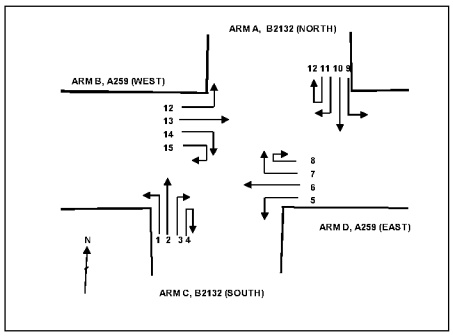
Survey undertaken by High Mast Video Ltd
on behalf of Bellamy Roberts

Video Turning Count Site 1
A259 / B2132 STAGGERED CROSS ROADS

SITE: 1, A259 / A2132 STAGGERED CROSSROADS

DAY/DATE: TUESDAY 27th SEPTEMBER 2016 **2 HOUR PM SUMMARY**

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
16:30-16:45	26	234	27	284	**571**	**2340**	43	242	78	208	**571**	**2340**
16:45-17:00	38	234	29	247	**548**	**2349**	50	219	75	204	**548**	**2349**
17:00-17:15	20	230	19	347	**616**	**2357**	54	300	70	192	**616**	**2357**
17:15-17:30	33	246	21	305	**605**	**2222**	42	265	85	213	**605**	**2222**
17:30-17:45	34	224	29	293	**580**	**2046**	67	266	72	175	**580**	**2046**
17:45-18:00	45	223	23	265	**556**		49	255	62	190	**556**	
18:00-18:15	46	184	21	230	**481**		43	217	66	155	**481**	
18:15-18:30	46	160	20	203	**429**		39	194	62	134	**429**	
2 HR TOTAL	**288**	**1735**	**189**	**2174**	**4386**		**387**	**1958**	**570**	**1471**	**4386**	



Video Turning Count Site 2

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION — ARM A, YAPTON ROAD (NORTH) — DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

TIME	MOVEMENT 1, AC From: ARM A, YAPTON ROAD (NORTH) Left to: ARM C, HORSEMERE GREEN LANE									MOVEMENT 2, AB From: ARM A, YAPTON ROAD (NORTH) Straight: ARM B, YAPTON ROAD (SOUTH)									MOVEMENT 3, AA From: ARM A, YAPTON ROAD (NORTH) 'U' Turn: ARM A, YAPTON ROAD (NORTH)								
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL
07:30-07:45	0	0	0	0	0	0	0	0	0	40	5	1	0	1	1	0	48	200	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	40	8	3	1	0	0	0	52	198	0	0	0	0	0	0	0	0	1
08:00-08:15	0	0	0	0	0	0	0	0	0	41	9	2	1	1	0	1	54	205	0	0	0	0	0	0	0	0	1
08:15-08:30	0	0	0	0	0	0	0	0	0	36	7	2	0	1	0	0	46	216	0	0	0	0	0	0	0	0	1
08:30-08:45	0	0	0	0	0	0	0	0	0	37	8	1	0	0	0	2	46	235	1	0	0	0	0	0	0	1	1
08:45-09:00	0	0	0	0	0	0	0	0		43	13	0	2	1	0	0	59		0	0	0	0	0	0	0	0	
09:00-09:15	0	0	0	0	0	0	0	0		54	9	2	0	0	0	0	65		0	0	0	0	0	0	0	0	
09:15-09:30	0	0	0	0	0	0	0	0		49	9	3	3	1	0	0	65		0	0	0	0	0	0	0	0	
2 HR TOTAL	0	0	0	0	0	0	0	0		340	68	14	7	5	1	3	435		1	0	0	0	0	0	0	1	

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION — ARM B, YAPTON ROAD (SOUTH) — DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

TIME	MOVEMENT 4, BA From: ARM B, YAPTON ROAD (SOUTH) Straight: ARM A, YAPTON ROAD (NORTH)									MOVEMENT 5, BC From: ARM B, YAPTON ROAD (SOUTH) Right to: ARM C, HORSEMERE GREEN LANE									MOVEMENT 6, BB From: ARM B, YAPTON ROAD (SOUTH) 'U' Turn: ARM B, YAPTON ROAD (SOUTH)								
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL
07:30-07:45	41	11	0	2	2	0	0	56	185	13	1	0	0	0	0	0	14	61	0	0	0	0	0	0	0	0	0
07:45-08:00	30	18	1	1	2	3	1	55	164	10	5	0	0	0	0	0	15	65	0	0	0	0	0	0	0	0	0
08:00-08:15	26	12	1	3	0	0	0	42	166	13	4	0	0	0	1	0	18	71	0	0	0	0	0	0	0	0	0
08:15-08:30	22	7	1	1	0	1	1	32	180	11	3	0	0	0	0	0	14	77	0	0	0	0	0	0	0	0	0
08:30-08:45	22	10	1	1	0	1	0	35	195	14	4	0	0	0	0	0	18	85	0	0	0	0	0	0	0	0	0
08:45-09:00	43	10	3	2	1	0	0	59		17	4	0	0	0	0	0	21		0	0	0	0	0	0	0	0	
09:00-09:15	37	13	1	1	2	0	0	54		21	3	0	0	0	0	0	24		0	0	0	0	0	0	0	0	
09:15-09:30	38	7	2	0	0	0	0	47		22	0	0	0	0	0	0	22		0	0	0	0	0	0	0	0	
2 HR TOTAL	259	88	10	11	7	5	2	380		121	24	0	0	0	1	0	146		0	0	0	0	0	0	0	0	

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION — ARM C, HORSEMERE GREEN LANE — DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

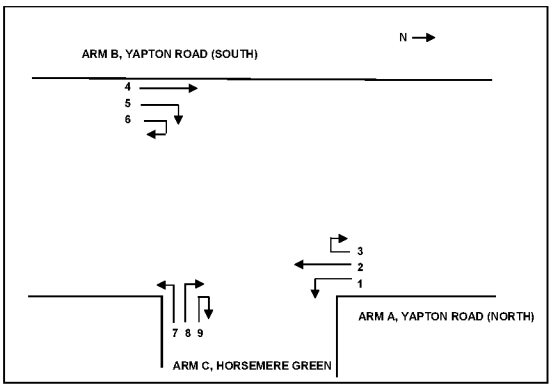
TIME	MOVEMENT 7, CB From: ARM C, HORSEMERE GREEN LANE Left to: ARM B, YAPTON ROAD (SOUTH)									MOVEMENT 8, CA From: ARM C, HORSEMERE GREEN LANE Right to: ARM A, YAPTON ROAD (NORTH)									MOVEMENT 9, CC From: ARM C, HORSEMERE GREEN LANE 'U' Turn: ARM C, HORSEMERE GREEN LANE								
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL
07:30-07:45	0	0	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8	34	0	0	0	0	0	0	0	0	0
07:45-08:00	2	0	0	0	0	0	0	2	10	6	2	0	0	0	0	0	8	32	0	0	0	0	0	0	0	0	0
08:00-08:15	2	0	0	0	0	0	0	2	9	6	2	0	0	0	0	1	9	36	0	0	0	0	0	0	0	0	0
08:15-08:30	2	0	0	0	0	0	0	2	9	7	2	1	0	0	0	0	10	42	0	0	0	0	0	0	0	0	0
08:30-08:45	4	0	0	0	0	0	0	4	7	4	2	0	0	0	0	0	6	49	0	0	0	0	0	0	0	0	0
08:45-09:00	1	0	0	0	0	0	0	1		7	5	0	0	0	0	0	12		0	0	0	0	0	0	0	0	
09:00-09:15	2	0	0	0	0	0	0	2		12	2	0	0	0	0	0	14		0	0	0	0	0	0	0	0	
09:15-09:30	0	0	0	0	0	0	0	0		13	3	1	0	0	0	0	17		0	0	0	0	0	0	0	0	
2 HR TOTAL	13	0	0	0	0	0	0	13		63	18	2	0	0	0	1	83		0	0	0	0	0	0	0	0	

Video Turning Count Site 2

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

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION

TIME	MOVEMENT: ALL IN TO JUNCTION					MOVEMENT: ALL OUT OF JUNCTION				
	A	B	C	TOT	HR	A	B	C	TOT	HR
07:30-07:45	48	70	8	**126**	**486**	64	48	14	**126**	**486**
07:45-08:00	52	70	10	**132**	**470**	63	54	15	**132**	**470**
08:00-08:15	54	60	10	**124**	**490**	50	56	18	**124**	**490**
08:15-08:30	46	46	12	**104**	**525**	42	48	14	**104**	**525**
08:30-08:45	47	53	10	**110**	**572**	42	50	18	**110**	**572**
08:45-09:00	59	80	13	**152**		71	60	21	**152**	
09:00-09:15	65	78	16	**159**		68	67	24	**159**	
09:15-09:30	65	69	17	**151**		64	65	22	**151**	
2 HR TOTAL	436	526	96	1058		464	448	146	1058	



Video Turning Count Site 2

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION — ARM A, YAPTON ROAD (NORTH) — DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

TIME	MOVEMENT 1, AC From: ARM A, YAPTON ROAD (NORTH) Left to: ARM C, HORSEMERE GREEN LANE									MOVEMENT 2, AB From: ARM A, YAPTON ROAD (NORTH) Straight: ARM B, YAPTON ROAD (SOUTH)									MOVEMENT 3, AA From: ARM A, YAPTON ROAD (NORTH) 'U' Turn: ARM A, YAPTON ROAD (NORTH)								
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL
16:30-16:45	13	2	1	0	0	0	2	16	42	57	17	1	0	1	3	1	79	377	0	0	0	0	0	0	0	0	0
16:45-17:00	9	2	1	0	0	0	1	12	45	55	8	3	0	0	0	0	66	413	0	0	0	0	0	0	0	0	0
17:00-17:15	9	2	0	0	0	0	0	11	46	101	13	0	0	2	5	1	121	466	0	0	0	0	0	0	0	0	0
17:15-17:30	2	1	0	0	0	0	0	3	49	93	15	0	1	1	1	0	111	446	0	0	0	0	0	0	0	0	0
17:30-17:45	14	5	0	0	0	0	0	19	53	97	15	0	2	1	0	1	115	401	0	0	0	0	0	0	0	0	0
17:45-18:00	13	0	0	0	0	0	0	13		103	15	0	1	0	0	1	119		0	0	0	0	0	0	0	0	
18:00-18:15	14	0	0	0	0	0	4	14		87	9	1	1	1	2	1	101		0	0	0	0	0	0	0	0	
18:15-18:30	7	0	0	0	0	0	0	7		58	7	0	0	1	0	0	66		0	0	0	0	0	0	0	0	
2 HR TOTAL	81	12	2	0	0	0	7	95		651	99	5	5	7	11	5	778		0	0	0	0	0	0	0	0	

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION — ARM B, YAPTON ROAD (SOUTH) — DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

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

Video Turning Count Site 2

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION **ARM C, HORSEMERE GREEN LANE** **DAY/DATE: TUESDAY, 27th SEPTEMBER 2016**

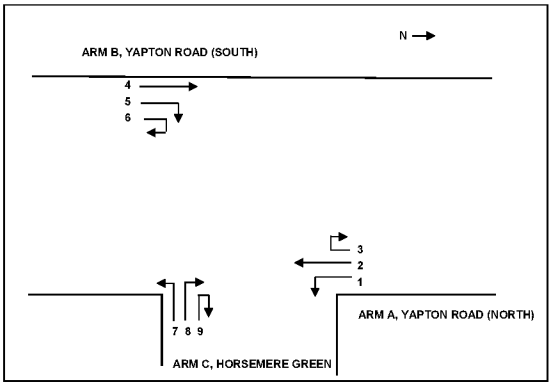
TIME	MOVEMENT 7, CB									MOVEMENT 8, CA									MOVEMENT 9, CC								
	From: ARM C, HORSEMERE GREEN LANE									From: ARM C, HORSEMERE GREEN LANE									From: ARM C, HORSEMERE GREEN LANE								
	Left to: ARM B, YAPTON ROAD (SOUTH)									Right to: ARM A, YAPTON ROAD (NORTH)									'U' Turn: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

Video Turning Count Site 2

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

SITE: CLIMPING 2, 3-ARM PRIORITY JUNCTION

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



Video Turning Count Site 3

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION — ARM A, B2233 YAPTON ROAD — DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

TIME	MOVEMENT 1, AC From: ARM A, B2233 YAPTON ROAD Left to: ARM C, B259 E, CROOKTHORN LANE									MOVEMENT 2, AB From: ARM A, B2233 YAPTON ROAD Right to: ARM B, B259 W, GREVATT'S LANE									MOVEMENT 3, AA From: ARM A, B2233 YAPTON ROAD 'U' Turn: ARM A, B2233 YAPTON ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL
07:30-07:45	37	6	1	0	1	1	0	46	187	2	1	0	0	0	0	0	3	27	0	0	0	0	0	0	0	0	0
07:45-08:00	34	8	4	0	0	0	0	46	184	6	1	0	1	0	0	0	8	30	0	0	0	0	0	0	0	0	1
08:00-08:15	39	7	1	1	1	0	1	49	189	9	2	1	0	0	0	0	12	24	0	0	0	0	0	0	0	0	1
08:15-08:30	35	8	2	0	1	0	0	46	211	4	0	0	0	0	0	0	4	13	0	0	0	0	0	0	0	0	1
08:30-08:45	34	8	1	0	0	0	0	43	224	6	0	0	0	0	0	0	6	15	1	0	0	0	0	0	0	1	1
08:45-09:00	37	10	1	2	1	0	1	51		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0	
09:00-09:15	60	9	2	0	0	0	0	71		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	
09:15-09:30	49	7	1	1	1	0	0	59		0	2	3	1	0	0	0	6		0	0	0	0	0	0	0	0	
2 HR TOTAL	325	63	13	4	5	1	2	411		30	6	4	2	0	0	0	42		1	0	0	0	0	0	0	1	

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION — ARM B, B259 W, GREVATT'S LANE — DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

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

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION — ARM C, B259 E, CROOKTHORN LANE

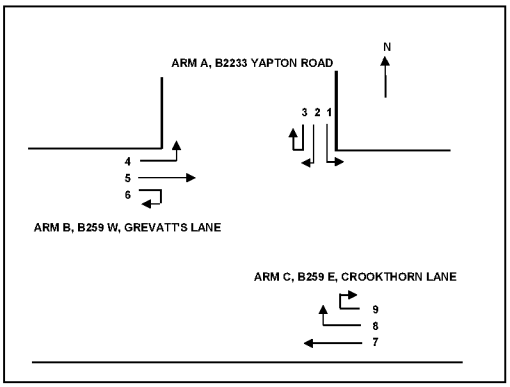
TIME	MOVEMENT 7, CB From: ARM C, B259 E, CROOKTHORN LANE Straight: ARM B, B259 W, GREVATT'S LANE									MOVEMENT 8, CA From: ARM C, B259 E, CROOKTHORN LANE Right to: ARM A, B2233 YAPTON ROAD									MOVEMENT 9, CC From: ARM C, B259 E, CROOKTHORN LANE 'U' Turn: ARM C, B259 E, CROOKTHORN LANE								
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL
07:30-07:45	140	35	5	1	0	1	0	182	562	39	12	0	1	2	0	1	54	170	0	0	0	0	0	0	0	0	0
07:45-08:00	114	33	2	3	0	3	2	155	507	29	16	1	1	2	3	0	52	146	0	0	0	0	0	0	0	0	0
08:00-08:15	88	11	1	2	2	4	2	108	564	25	9	1	0	0	0	1	35	150	0	0	0	0	0	0	0	0	0
08:15-08:30	83	25	3	3	0	3	0	117	683	22	5	1	0	0	1	0	29	169	0	0	0	0	0	0	0	0	0
08:30-08:45	95	27	1	1	0	3	1	127	715	19	7	2	1	0	1	0	30	184	0	0	0	0	0	0	0	0	0
08:45-09:00	166	38	3	4	0	1	0	212		43	8	3	1	1	0	0	56		0	0	0	0	0	0	0	0	
09:00-09:15	180	33	9	4	0	1	0	227		38	12	1	1	2	0	0	54		0	0	0	0	0	0	0	0	
09:15-09:30	107	34	5	3	0	0	0	149		36	6	2	0	0	0	1	44		0	0	0	0	0	0	0	0	
2 HR TOTAL	973	236	29	21	2	16	5	1277		251	75	11	5	7	5	3	354		0	0	0	0	0	0	0	0	

Video Turning Count Site 3

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

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

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



Video Turning Count Site 3

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION ARM A, B2233 YAPTON ROAD DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

TIME	MOVEMENT 1, AC									MOVEMENT 2, AB									MOVEMENT 3, AA								
	From: ARM A, B2233 YAPTON ROAD									From: ARM A, B2233 YAPTON ROAD									From: ARM A, B2233 YAPTON ROAD								
	Left to: ARM C, B259 E, CROOKTHORN LANE									Right to: ARM B, B259 W, GREVATT'S LANE									'U' Turn: ARM A, B2233 YAPTON ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL
16:30-16:45	58	12	1	0	1	4	0	76	355	5	4	0	0	0	0	0	9	33	0	0	0	0	0	0	0	0	0
16:45-17:00	57	10	2	0	0	0	1	69	367	1	0	0	0	0	0	0	1	34	0	0	0	0	0	0	0	0	0
17:00-17:15	100	8	0	0	2	3	0	113	433	5	4	0	0	0	2	0	11	40	0	0	0	0	0	0	0	0	0
17:15-17:30	84	11	0	0	1	1	1	97	422	11	0	0	1	0	0	0	12	34	0	0	0	0	0	0	0	0	0
17:30-17:45	94	11	0	2	1	0	1	108	390	6	4	0	0	0	0	0	10	25	0	0	0	0	0	0	0	0	0
17:45-18:00	103	11	0	1	0	0	0	115		4	3	0	0	0	0	0	7		0	0	0	0	0	0	0	0	
18:00-18:15	90	9	0	0	1	2	1	102		3	1	0	1	0	0	1	5		0	0	0	0	0	0	0	0	
18:15-18:30	57	7	0	0	1	0	0	65		1	2	0	0	0	0	0	3		0	0	0	0	0	0	0	0	
2 HR TOTAL	643	79	3	3	7	10	4	745		36	18	0	2	0	2	1	58		0	0	0	0	0	0	0	0	

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION ARM B, B259 W, GREVATT'S LANE DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

TIME	MOVEMENT 4, BA									MOVEMENT 5, BC									MOVEMENT 6, BB								
	From: ARM B, B259 W, GREVATT'S LANE									From: ARM B, B259 W, GREVATT'S LANE									From: ARM B, B259 W, GREVATT'S LANE								
	Left to: ARM A, B2233 YAPTON ROAD									Straight: ARM C, B259 E, CROOKTHORN LANE									'U' Turn: ARM B, B259 W, GREVATT'S LANE								
	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL	CAR	LGV	OGV1	OGV2	PSV	MCYL	BYCL	TOT	TOTAL
16:30-16:45	7	0	0	0	0	0	0	7	32	137	50	2	1	0	3	0	193	793	0	0	0	0	0	0	0	0	0
16:45-17:00	9	1	0	0	0	0	0	10	36	182	29	3	0	0	2	0	216	784	0	0	0	0	0	0	0	0	0
17:00-17:15	4	2	0	0	0	0	0	6	36	149	29	5	3	0	0	0	186	742	0	0	0	0	0	0	0	0	0
17:15-17:30	6	3	0	0	0	0	0	9	38	165	24	3	0	1	5	2	198	711	0	0	0	0	0	0	0	0	0
17:30-17:45	11	0	0	0	0	0	0	11	36	166	16	2	0	0	0	2	184	644	0	0	0	0	0	0	0	0	0
17:45-18:00	8	2	0	0	0	0	0	10		152	20	1	1	0	0	3	174		0	0	0	0	0	0	0	0	
18:00-18:15	7	1	0	0	0	0	0	8		126	20	6	1	0	2	1	155		0	0	0	0	0	0	0	0	
18:15-18:30	7	0	0	0	0	0	0	7		117	14	0	0	0	0	0	131		0	0	0	0	0	0	0	0	
2 HR TOTAL	59	9	0	0	0	0	0	68		1194	202	22	6	1	12	8	1437		0	0	0	0	0	0	0	0	

Video Turning Count Site 3

SITE: CLIMPING 3, A259/B2233 YAPTON ROAD PRIORITY JUNCTION ARM C, B259 E, CROOKTHORN LANE DAY/DATE: TUESDAY, 27th SEPTEMBER 2016

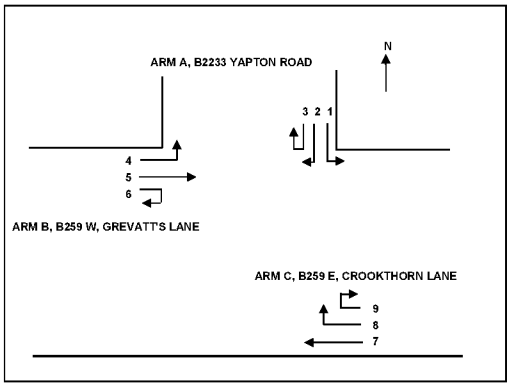
TIME	MOVEMENT 7, CB From: ARM C, B259 E, CROOKTHORN LANE Straight: ARM B, B259 W, GREVATT'S LANE									MOVEMENT 8, CA From: ARM C, B259 E, CROOKTHORN LANE Right to: ARM A, B2233 YAPTON ROAD									MOVEMENT 9, CC From: ARM C, B259 E, CROOKTHORN LANE 'U' Turn: ARM C, B259 E, CROOKTHORN LANE								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

Video Turning Count Site 3

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

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

TIME	MOVEMENT: ALL IN TO JUNCTION					MOVEMENT: ALL OUT OF JUNCTION				
	A	B	C	TOT	HR	A	B	C	TOT	HR
16:30-16:45	85	200	329	614	2558	67	278	269	614	2558
16:45-17:00	70	226	309	605	2611	57	263	285	605	2611
17:00-17:15	124	192	371	687	2629	49	338	300	687	2629
17:15-17:30	109	207	336	652	2471	56	300	296	652	2471
17:30-17:45	118	195	354	667	2304	84	291	292	667	2304
17:45-18:00	122	184	317	623		83	251	289	623	
18:00-18:15	107	163	259	529		61	211	257	529	
18:15-18:30	68	138	279	485		74	215	196	485	
2 HR TOTAL	803	1505	2554	4862		531	2147	2184	4862	



Video Turning Count Site 4
A259 / CHURCH LANE ROUNDABOUT

SITE: 4, A259 / CHURCH LANE ROUNDABOUT — ROAD: ARM A, CHURCH LANE — DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 1, AD From: ARM A, CHURCH LANE Left to: ARM D, A259 (EAST)									MOVEMENT 2, AC From: ARM A, CHURCH LANE Straight: ARM C, CROOKTHORN LANE									MOVEMENT 3, AB From: ARM A, CHURCH LANE Right to: ARM B, A259 (WEST)									MOVEMENT 4, AA 'U' TURN From: ARM A, CHURCH LANE 'U' turn: ARM A, CHURCH LANE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	36	15	1	3	0	2	1	57	279	2	2	0	0	0	0	0	4	8	6	6	1	1	0	0	0	14	81	0	0	0	0	0	0	0	0	0
07:45-08:00	55	14	1	1	0	1	0	72	311	1	0	0	0	0	0	1	1	13	20	3	1	1	1	0	0	26	86	0	0	0	0	0	0	0	0	0
08:00-08:15	58	17	1	2	1	0	0	79	310	2	0	0	0	0	0	1	2	15	13	4	2	0	1	0	0	20	83	0	0	0	0	0	0	0	0	0
08:15-08:30	57	8	1	5	0	0	0	71	294	1	0	0	0	0	0	0	1	14	9	7	2	3	0	0	0	21	88	0	0	0	0	0	0	0	0	0
08:30-08:45	72	9	7	0	1	0	0	89	273	9	0	0	0	0	0	0	9	14	15	3	1	0	0	0	0	19	81	0	0	0	0	0	0	0	0	0
08:45-09:00	58	10	2	0	1	0	1	71		3	0	0	0	0	0	0	3		13	6	1	3	0	0	0	23		0	0	0	0	0	0	0	0	
09:00-09:15	51	11	0	0	0	1	0	63		0	1	0	0	0	0	0	1		17	7	0	1	0	0	0	25		0	0	0	0	0	0	0	0	
09:15-09:30	35	11	2	2	0	0	1	50		1	0	0	0	0	0	0	1		9	2	1	2	0	0	0	14		0	0	0	0	0	0	0	0	
2 HR TOTAL	422	95	15	13	3	4	3	552		19	3	0	0	0	0	2	22		102	38	9	11	2	0	0	182		0	0	0	0	0	0	0	0	

SITE: 4, A259 / CHURCH LANE ROUNDABOUT — ARM B, A259 (WEST) — DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 5, BA From: ARM B, A259 (WEST) Left to: ARM A, CHURCH LANE									MOVEMENT 6, BD From: ARM B, A259 (WEST) Straight: ARM D, A259 (EAST)									MOVEMENT 7, BC From: ARM B, A259 (WEST) Right to: ARM C, CROOKTHORN LANE									MOVEMENT 8, BB From: ARM B, A259 (WEST) 'U' turn: ARM B, A259 (WEST)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	14	4	0	1	0	0	1	19	72	163	42	1	1	2	4	1	213	782	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
07:45-08:00	14	3	4	0	0	1	0	22	89	161	39	5	1	2	1	3	209	744	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0
08:00-08:15	10	4	0	1	0	0	0	15	72	136	37	4	3	2	2	1	184	716	4	0	0	0	0	0	0	4	15	0	0	0	0	0	0	0	0	0
08:15-08:30	11	4	1	0	0	0	0	16	71	133	34	5	0	1	3	1	178	720	1	0	0	0	0	0	1	1	13	0	0	0	0	0	0	0	0	0
08:30-08:45	12	3	1	0	0	0	0	16	77	143	23	7	0	0	2	1	175	791	1	1	0	0	0	0	0	2	14	0	0	0	0	0	0	0	0	0
08:45-09:00	19	2	1	2	1	0	0	25		145	28	3	2	3	0	1	181		8	0	0	0	0	0	0	8		0	0	0	0	0	0	0	0	
09:00-09:15	10	1	2	1	0	0	0	14		150	33	3	0	0	2	1	189		2	0	0	0	0	0	1	2		0	0	0	0	0	0	0	0	
09:15-09:30	17	2	2	1	0	0	0	22		186	48	5	3	1	4	0	247		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0	
2 HR TOTAL	107	23	11	6	1	1	1	149		1217	284	33	10	11	18	9	1573		19	1	0	0	0	0	2	20		0	0	0	0	0	0	0	0	

SITE: 4, A259 / CHURCH LANE ROUNDABOUT — ROAD: ARM C, CROOKTHORN LANE — DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 9, CB From: ARM C, CROOKTHORN LANE Left to: ARM B, A259 (WEST)									MOVEMENT 10, CA From: ARM C, CROOKTHORN LANE Straight: ARM A, CHURCH LANE									MOVEMENT 11, CD From: ARM C, CROOKTHORN LANE Right to: ARM D, A259 (EAST)									MOVEMENT 12, CC From: ARM C, CROOKTHORN LANE 'U' turn: ARM C, CROOKTHORN LANE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	6	2	0	0	0	0	0	0	2	11	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	12	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	1
08:00-08:15	2	0	0	0	0	0	0	2	10	3	0	0	0	0	0	0	3	20	5	0	0	0	0	0	0	5	17	0	0	0	0	0	0	0	0	1
08:15-08:30	2	0	0	0	0	0	0	2	16	1	0	0	0	0	0	0	1	23	4	0	0	0	0	0	0	4	37	0	0	0	0	0	0	0	0	1
08:30-08:45	0	0	0	0	0	0	0	0	18	5	1	0	0	0	0	0	6	26	2	2	0	0	0	0	0	4	34	1	0	0	0	0	0	0	1	1
08:45-09:00	4	2	0	0	0	0	0	6		9	1	0	0	0	0	0	10		3	1	0	0	0	0	0	4		0	0	0	0	0	0	0	0	
09:00-09:15	6	0	0	0	0	0	0	6		6	0	0	0	0	0	0	6		25	0	0	0	0	0	0	25		0	0	0	0	0	0	0	0	
09:15-09:30	2	0	0	0	0	0	0	2		3	0	1	0	0	0	0	4		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	
2 HR TOTAL	18	2	0	0	0	0	0	20		29	2	1	0	0	0	3	32		42	3	0	0	0	0	0	45		1	0	0	0	0	0	0	1	

SITE: 4, A259 / CHURCH LANE ROUNDABOUT — ROAD: ARM D, A259 (EAST) — DAY/DATE: TUESDAY 27th SEPTEMBER 2016

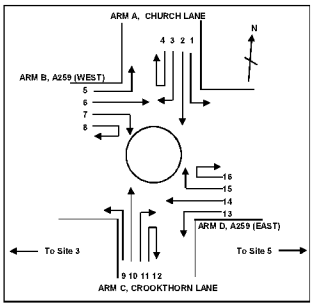
TIME	MOVEMENT 13, DC From: ARM D, A259 (EAST) Left to: ARM C, CROOKTHORN LANE									MOVEMENT 14, DB From: ARM D, A259 (EAST) Straight: ARM B, A259 (WEST)									MOVEMENT 15, DA From: ARM D, A259 (EAST) Right to: ARM A, CHURCH LANE									MOVEMENT 16, DD From: ARM D, A259 (EAST) 'U' turn: ARM D, A259 (EAST)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
07:30-07:45	4	0	0	0	0	0	0	4	4	165	41	3	1	2	1	1	213	817	104	32	1	2	0	0	0	139	369	1	0	0	0	0	0	1	1	4
07:45-08:00	0	0	0	0	0	0	0	0	0	120	47	2	3	2	6	2	180	547	109	21	2	1	1	2	1	136	307	1	0	0	0	0	0	0	1	7
08:00-08:15	0	0	0	0	0	0	0	0	2	88	14	1	2	0	5	2	110	592	43	15	1	0	0	0	0	59	293	0	0	0	0	0	0	0	0	10
08:15-08:30	0	0	0	0	0	0	0	0	2	87	24	1	0	0	2	0	114	732	39	14	1	1	0	0	0	55	350	2	0	0	0	0	0	0	2	11
08:30-08:45	0	0	0	0	0	0	0	0	2	101	34	1	2	1	4	1	143	791	46	7	1	1	0	0	0	57	364	2	1	1	0	0	0	0	4	11
08:45-09:00	1	1	0	0	0	0	0	2		181	35	6	2	0	1	0	225		102	16	2	2	0	0	0	122		2	1	1	0	0	0	0	4	
09:00-09:15	0	0	0	0	0	0	0	0		196	38	9	4	2	1	0	250		87	22	2	4	0	1	0	116		1	0	0	0	0	0	0	1	
09:15-09:30	0	0	0	0	0	0	0	0		133	34	4	2	0	0	0	173		47	17	3	2	0	0	0	69		2	0	0	0	0	0	0	2	
2 HR TOTAL	5	1	0	0	0	0	0	6		1071	267	27	16	7	20	6	1408		579	144	13	13	1	3	1	753		11	2	2	0	0	0	0	15	

Video Turning Count Site 4
A259 / CHURCH LANE ROUNDABOUT

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

DAY/DATE: TUESDAY 27th SEPTEMBER 2016 **2 HOUR AM SUMMARY**

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
07:30-07:45	75	232	2	357	666	2263	158	227	8	273	666	2263
07:45-08:00	99	232	2	317	650	2122	160	206	2	282	650	2122
08:00-08:15	101	203	10	169	483	2156	77	132	6	268	483	2156
08:15-08:30	93	193	7	171	464	2372	72	137	2	253	464	2372
08:30-08:45	117	193	11	204	525	2496	79	162	12	272	525	2496
08:45-09:00	97	214	20	353	684		157	254	13	260	684	
09:00-09:15	89	204	39	367	699		136	283	3	277	699	
09:15-09:30	65	271	7	244	587		95	189	3	300	587	
2 HR TOTAL	736	1742	98	2182	4758		934	1590	49	2185	4758	



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

Video Turning Count Site 4
A259 / CHURCH LANE ROUNDABOUT

SITE: 4, A259 / CHURCH LANE ROUNDABOUT — ROAD: ARM A, CHURCH LANE — DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 1, AD From: ARM A, CHURCH LANE Left to: ARM D, A259 (EAST)									MOVEMENT 2, AC From: ARM A, CHURCH LANE Straight: ARM C, CROOKTHORN LANE									MOVEMENT 3, AB From: ARM A, CHURCH LANE Right to: ARM B, A259 (WEST)									MOVEMENT 4, AA 'U' TURN From: ARM A, CHURCH LANE 'U' turn ARM A, CHURCH LANE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
16:30-16:45	81	17	2	0	0	0	4	100	355	0	0	0	0	0	0	0	0	3	40	12	0	1	0	0	1	53	235	1	0	0	0	0	0	0	1	1
16:45-17:00	72	13	3	0	0	2	2	90	315	1	0	0	0	0	0	1	1	3	36	13	2	0	0	1	0	52	228	0	0	0	0	0	0	0	0	0
17:00-17:15	84	13	1	0	0	2	1	100	284	0	1	0	0	0	0	1	1	2	65	13	1	0	0	1	0	80	215	0	0	0	0	0	0	0	0	0
17:15-17:30	53	11	0	0	0	1	2	65	245	1	0	0	0	0	0	1	1	1	39	9	0	1	0	1	1	50	172	0	0	0	0	0	0	0	0	0
17:30-17:45	59	9	0	1	0	0	5	80	284	0	0	0	0	0	0	0	0	0	42	3	0	0	0	1	1	48	155	0	0	0	0	0	0	0	0	0
17:45-18:00	48	11	0	0	0	0	2	59		0	0	0	0	0	0	0	0		36	1	0	1	0	1	0	39		0	0	0	0	0	0	0	0	
18:00-18:15	50	10	0	0	0	1	2	61		0	0	0	0	0	0	0	0		31	6	0	0	0	0	0	37		0	0	0	0	0	0	0	0	
18:15-18:30	92	11	1	0	0	0	2	104		0	0	0	0	0	0	0	0		26	6	0	0	0	1	0	33		0	0	0	0	0	0	0	0	
2 HR TOTAL	530	95	7	1	0	6	20	639		2	1	0	0	0	0	3	3		315	63	3	3	0	6	3	393		1	0	0	0	0	0	0	1	

SITE: 4, A259 / CHURCH LANE ROUNDABOUT — ARM B, A259 (WEST) — DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 5, BA From: ARM B, A259 (WEST) Left to: ARM A, CHURCH LANE									MOVEMENT 6, BD From: ARM B, A259 (WEST) Straight: ARM D, A259 (EAST)									MOVEMENT 7, BC From: ARM B, A259 (WEST) Right to: ARM C, CROOKTHORN LANE									MOVEMENT 8, BB From: ARM B, A259 (WEST) 'U' turn ARM B, A259 (WEST)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
16:30-16:45	12	7	0	1	0	0	0	20	74	166	60	4	0	1	5	1	238	1001	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	2
16:45-17:00	16	3	2	0	0	0	0	21	77	212	32	3	0	0	3	1	250	1018	1	1	0	0	0	0	0	2	3	1	0	0	0	0	0	0	1	3
17:00-17:15	13	1	1	1	0	0	0	16	80	202	39	2	2	2	3	0	250	1007	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	2
17:15-17:30	11	5	0	0	1	0	0	17	86	225	31	4	0	1	4	3	265	997	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30-17:45	22	0	0	0	0	1	0	23	78	223	25	3	2	0	0	1	253	918	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	4
17:45-18:00	22	1	0	0	0	1	0	24		209	25	1	2	1	1	0	239		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
18:00-18:15	16	3	3	0	0	0	0	22		201	31	2	1	1	4	1	240		0	0	0	0	0	0	1	0		1	0	0	0	0	0	0	1	
18:15-18:30	9	0	0	0	0	0	0	9		163	21	1	0	1	0	0	186		0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2	
2 HR TOTAL	121	20	6	2	1	2	0	152		1601	264	20	7	7	20	7	1919		2	2	0	0	0	0	2	4		6	0	0	0	0	0	0	6	

SITE: 4, A259 / CHURCH LANE ROUNDABOUT — ROAD: ARM C, CROOKTHORN LANE — DAY/DATE: TUESDAY 27th SEPTEMBER 2016

TIME	MOVEMENT 9, CB From: ARM C, CROOKTHORN LANE Left to: ARM B, A259 (WEST)									MOVEMENT 10, CA From: ARM C, CROOKTHORN LANE Straight: ARM A, CHURCH LANE									MOVEMENT 11, CD From: ARM C, CROOKTHORN LANE Right to: ARM D, A259 (EAST)									MOVEMENT 12, CC From: ARM C, CROOKTHORN LANE 'U' turn ARM C, CROOKTHORN LANE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
16:30-16:45	3	2	0	0	0	0	0	5	16	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	0	0	0
16:45-17:00	1	0	0	0	0	0	0	1	11	1	0	0	0	0	0	0	1	3	3	1	0	0	0	0	0	4	13	0	0	0	0	0	0	0	0	0
17:00-17:15	4	4	0	0	0	1	1	9	10	0	1	0	0	0	0	0	1	2	0	1	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0
17:15-17:30	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	5	7	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
18:00-18:15	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
18:15-18:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		1	1	0	0	0	0	0	2		0	0	0	0	0	0	0	0	
2 HR TOTAL	10	6	0	0	0	1	1	17		2	2	0	0	0	0	0	4		12	4	1	0	0	0	0	17		0	0	0	0	0	0	0	0	

SITE: 4, A259 / CHURCH LANE ROUNDABOUT — ROAD: ARM D, A259 (EAST) — DAY/DATE: TUESDAY 27th SEPTEMBER 2016

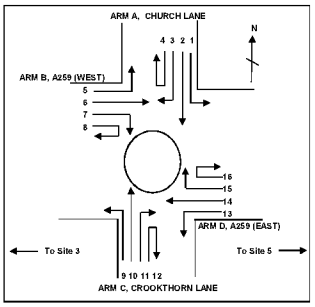
TIME	MOVEMENT 13, DC From: ARM D, A259 (EAST) Left to: ARM C, CROOKTHORN LANE									MOVEMENT 14, DB From: ARM D, A259 (EAST) Straight: ARM B, A259 (WEST)									MOVEMENT 15, DA From: ARM D, A259 (EAST) Right to: ARM A, CHURCH LANE									MOVEMENT 16, DD From: ARM D, A259 (EAST) 'U' turn: ARM D, A259 (EAST)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGV	OGV1	OGV2	PSV	MCL	BCL	TOT	HR
16:30-16:45	1	0	0	0	0	0	0	1	8	217	52	1	1	1	5	2	277	1056	40	6	2	0	0	0	0	48	200	2	0	0	0	0	0	0	2	12
16:45-17:00	1	1	0	0	0	0	0	2	8	196	36	0	1	1	0	1	236	1057	44	7	1	0	0	0	0	52	203	1	1	0	0	0	0	0	2	15
17:00-17:15	2	0	0	0	0	0	0	2	9	228	42	3	2	0	1	1	278	1081	36	3	0	0	0	0	0	41	209	3	2	0	0	0	0	0	5	16
17:15-17:30	3	0	0	0	0	0	0	3	8	227	32	1	0	1	6	0	267	1013	50	9	0	0	0	0	0	59	215	2	1	0	0	0	0	0	3	12
17:30-17:45	0	1	0	0	0	0	0	1	7	236	31	3	1	1	6	2	278	992	39	10	0	1	1	0	0	51	177	4	1	0	0	0	0	0	5	12
17:45-18:00	3	0	0	0	0	0	0	3		234	25	0	1	0	0	0	260		53	5	0	0	0	0	0	58		3	0	0	0	0	0	0	3	
18:00-18:15	1	0	0	0	0	0	0	1		185	18	0	1	2	2	1	208		42	4	1	0	0	0	0	47		1	0	0	0	0	0	0	1	
18:15-18:30	2	0	0	0	0	0	0	2		216	22	2	0	1	5	1	246		16	1	1	0	0	1	0	21		3	0	0	0	0	0	0	3	
2 HR TOTAL	13	2	0	0	0	0	0	15		1739	260	10	7	7	25	6	2048		324	45	5	1	1	1	0	377		19	5	0	0	0	0	0	24	

Video Turning Count Site 4
A259 / CHURCH LANE ROUNDABOUT

SITE: 4, A259 / CHURCH LANE ROUNDABOUT

DAY/DATE: TUESDAY 27th SEPTEMBER 2016 **2 HOUR PM SUMMARY**

TIME	MOVEMENT: ALL IN TO JUNCTION						MOVEMENT: ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
16:30-16:45	154	257	7	77	495	1926	69	335	2	340	746	2960
16:45-17:00	143	274	6	47	470	2154	74	290	5	346	715	2957
17:00-17:15	101	268	11	55	515	2369	58	366	4	356	784	2927
17:15-17:30	116	282	5	43	446	2473	77	318	4	336	735	2782
17:30-17:45	106	277	5	335	723	2838	74	325	1	323	723	2838
17:45-18:00	98	263	0	324	685		82	299	3	301	685	
18:00-18:15	98	263	1	257	619		70	246	1	302	619	
18:15-18:30	137	197	3	272	609		30	282	2	295	609	
2 HR TOTAL	1033	2081	38	1410	4562		534	2461	22	2599	5816	



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

APPENDIX 9

Calculation Reference: AUDIT-200601-151120-1142

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

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

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

Filtering Stage 2 selection:

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

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

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:

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

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

Selected survey types:

Manual count	39 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	20
Edge of Town	19

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

Selected Location Sub Categories:

Residential Zone	33
No Sub Category	6

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

Filtering Stage 3 selection:

Use Class:

C3	38 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	12 days
1.1 to 1.5	27 days

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

Travel Plan:

Yes	2 days
No	37 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

THORPE PARK ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

2 CB-03-A-03 SEMI DETACHED CUMBRIA

HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY *20/11/08* *Survey Type: MANUAL*

3 CB-03-A-04 SEMI DETACHED CUMBRIA

MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY *24/04/09* *Survey Type: MANUAL*

4 CH-03-A-02 HOUSES/ FLATS CHESHIRE

SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

5 CH-03-A-05 DETACHED CHESHIRE

SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

6 CH-03-A-06 SEMI-DET./ BUNGALOWS CHESHIRE

CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

7 CH-03-A-08 DETACHED CHESHIRE

WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **CW-03-A-02** **SEMI D./ DETATCHED** **CORNWALL**
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY *18/09/07* *Survey Type: MANUAL*

9 **DC-03-A-01** **DETACHED** **DORSET**
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: WEDNESDAY *16/07/08* *Survey Type: MANUAL*

10 **ES-03-A-02** **PRIVATE HOUSING** **EAST SUSSEX**
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

11 **EX-03-A-01** **SEMI-DET.** **ESSEX**
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY *13/05/08* *Survey Type: MANUAL*

12 **GM-03-A-10** **DETACHED/ SEMI** **GREATER MANCHESTER**
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

13 **LN-03-A-01** **MIXED HOUSES** **LINCOLNSHIRE**
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150
Survey date: TUESDAY *15/05/07* *Survey Type: MANUAL*

14 **LN-03-A-02** **MIXED HOUSES** **LINCOLNSHIRE**
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY *14/05/07* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 **LN-03-A-03** **SEMI DETACHED** **LINCOLNSHIRE**
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

16 **MS-03-A-03** **DETACHED** **MERSEYSIDE**
BEMPTON ROAD
OTTERSPOOL
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

17 **NF-03-A-01** **SEMI DET. & BUNGALOWS** **NORFOLK**
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

18 **NF-03-A-02** **HOUSES & FLATS** **NORFOLK**
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

19 **NY-03-A-06** **BUNGALOWS & SEMI DET.** **NORTH YORKSHIRE**
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

20 **NY-03-A-07** **DETACHED & SEMI DET.** **NORTH YORKSHIRE**
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

21 **NY-03-A-08** **TERRACED HOUSES** **NORTH YORKSHIRE**
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

22 **NY-03-A-09** **MIXED HOUSING** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

23 **NY-03-A-10** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

24 **NY-03-A-11** **PRIVATE HOUSING** **NORTH YORKSHIRE**
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

25 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

26 **SF-03-A-01** **SEMI DETACHED** **SUFFOLK**
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY *23/05/07* *Survey Type: MANUAL*

27 **SF-03-A-02** **SEMI DET./ TERRACED** **SUFFOLK**
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY *24/05/07* *Survey Type: MANUAL*

28 **SF-03-A-04** **DETACHED & BUNGALOWS** **SUFFOLK**
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

29 **SH-03-A-03** **DETATCHED** **SHROPSHIRE**
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY *26/06/09* *Survey Type: MANUAL*

30 **SH-03-A-04** **TERRACED** **SHROPSHIRE**
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY *11/06/09* *Survey Type: MANUAL*

31 **SH-03-A-05** **SEMI-DETACHED/ TERRACED** **SHROPSHIRE**
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

32 **SH-03-A-06** **BUNGALOWS** **SHROPSHIRE**
ELLESMERE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

33 **ST-03-A-05** **TERRACED & DETACHED** **STAFFORDSHIRE**
WATERMEET GROVE
ETRURIA
STOKE-ON-TRENT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: WEDNESDAY *26/11/08* *Survey Type: MANUAL*

34 **SY-03-A-01** **SEMI DETACHED HOUSES** **SOUTH YORKSHIRE**
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

35 **TW-03-A-02** **SEMI-DETACHED** **TYNE & WEAR**
WEST PARK ROAD

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

36 **WK-03-A-01** **TERRACED/ SEMI / DET.** **WARWICKSHIRE**
ARLINGTON AVENUE

LEAMINGTON SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

37 **WK-03-A-02** **BUNGALOWS** **WARWICKSHIRE**
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

38 **WM-03-A-03** **MIXED HOUSING** **WEST MIDLANDS**
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84
Survey date: MONDAY *24/09/07* *Survey Type: MANUAL*

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

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

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

VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 142 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

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

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

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

Parameter summary

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

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