

APPENDIX G

Sourced Traffic Flow Data

Traffic flows from Arun Transport Study / Enterprise Bognor Regis Review model

2015 Base Year Model

All flows in PCU/Hr

Comet Corner

Arms:

A A259 West: Worms Lane
 B B2132 North: Bilsham Road
 C A259 East: Grevatts Lane
 D B2132 South: Yapton Road

AM Peak

From / To	A	B	C	D
A	0	88	805	0
B	81	0	0	53
C	565	0	0	23
D	0	58	185	0

PM Peak

From / To	A	B	C	D
A	0	65	664	0
B	90	0	0	97
C	824	0	0	263
D	0	116	58	0

Oyster Catcher

Arms:

A A259 West: Grevatts Lane
 B B2233 North: Yapton Road
 C A259 East: Crookthorn Lane

AM Peak

From / To	A	B	C
A	0	0	963
B	0	0	89
C	578	253	0

PM Peak

From / To	A	B	C
A	0	0	685
B	0	0	239
C	1062	190	0

Church Lane roundabout

Arms:

A A259 West: Crookthorn Lane
 B Church Lane
 C A259 East: Bridge Road

AM Peak

From / To	A	B	C
A	0	75	1002
B	20	0	151
C	865	106	0

PM Peak

From / To	A	B	C
A	0	27	949
B	53	0	296
C	1225	48	0

LEGA East Bank Devt access roundabout

Arms: Not Modelled

A
 B
 C

Not Modelled

AM Peak

From / To	A	B	C
A			
B			
C			

PM Peak

From / To	A	B	C
A			
B			
C			

Bridge Road Roundabout

Arms:

A A259 West: Bridge Road
B A259 North: Littlehampton Bypass
C B2187 Bridge Road

AM Peak

From / To	A	B	C
A	0	866	286
B	720	0	0
C	252	0	0

PM Peak

From / To	A	B	C
A	0	844	404
B	917	0	0
C	356	0	0

Kingley Gate Junction

Arms: Not Modelled

A
B
C

Not Modelled

AM Peak

From / To	A	B	C
A			
B			
C			

PM Peak

From / To	A	B	C
A			
B			
C			

Wick Roundabout

Arms:

A A259 West: Littlehampton Bypass
B A284 Lyminster Road
C A259 East: Worthing Road
D A284 Wick Street

AM Peak

From / To	A	B	C	D
A	0	123	744	0
B	34	0	240	109
C	686	346	0	173
D	0	199	230	0

PM Peak

From / To	A	B	C	D
A	0	45	796	0
B	125	0	449	195
C	792	222	0	277
D	0	135	105	0

Traffic flows from Arun Transport Study / Enterprise Bognor Regis Review model

2031 Reference Case

All flows in PCU/Hr

Comet Corner

Arms:

A A259 West: Worms Lane
 B B2132 North: Bilsham Road
 C A259 East: Grevatts Lane
 D B2132 South: Yapton Road

AM Peak

From / To	A	B	C	D
A	0	220	1193	0
B	63	0	0	95
C	824	0	0	74
D	0	47	95	0

PM Peak

From / To	A	B	C	D
A	0	113	1086	0
B	58	0	0	63
C	1189	0	0	372
D	0	45	94	0

Oyster Catcher

Arms:

A A259 West: Grevatts Lane
 B B2233 North: Yapton Road
 C A259 East: Crookthorn Lane

AM Peak

From / To	A	B	C
A	0	0	1218
B	0	0	79
C	780	218	0

PM Peak

From / To	A	B	C
A	0	0	1077
B	24	0	213
C	1285	18	0

Church Lane roundabout

Arms:

A A259 West: Crookthorn Lane
 B Church Lane
 C A259 East: Bridge Road

AM Peak

From / To	A	B	C
A	0	29	1266
B	74	0	46
C	1082	72	0

PM Peak

From / To	A	B	C
A	0	29	1324
B	469	0	55
C	1049	9	0

LEGA East Bank Devt access roundabout

Arms:

A A259 West: Bridge Road
 B A259 East: Bridge Road
 C Devt Access

AM Peak

From / To	A	B	C
A	0	1312	0
B	1155	0	0
C	0	0	0

PM Peak

From / To	A	B	C
A	0	1378	0
B	1058	0	0
C	0	0	0

Bridge Road Roundabout

Arms:

- A A259 West: Bridge Road
- B A259 North: Littlehampton Bypass
- C B2187 Bridge Road

AM Peak

From / To	A	B	C
A	0	1056	256
B	874	0	0
C	280	0	0

PM Peak

From / To	A	B	C
A	0	1048	330
B	829	0	0
C	229	0	0

Kingley Gate Junction

Arms:

- A A259 West: Littlehampton Bypass
- B Benjamin Gray Drive
- C A259 East: Littlehampton Bypass

AM Peak

From / To	A	B	C
A	0	7	1049
B	22	0	132
C	852	45	0

PM Peak

From / To	A	B	C
A	0	96	952
B	22	0	38
C	807	36	0

Wick Roundabout

Arms:

- A A259 West: Littlehampton Bypass
- B Lyminster Road
- C A259 East: Worthing Road
- D Wick Street

AM Peak

From / To	A	B	C	D
A	0	164	1006	12
B	37	0	93	16
C	856	186	0	285
D	4	0	328	0

PM Peak

From / To	A	B	C	D
A	0	32	957	0
B	46	0	290	46
C	796	129	0	514
D	0	17	393	0

Traffic flows from Arun Transport Study / Enterprise Bognor Regis Review model

2031 with Arun Local Plan and Mitigation

All flows in PCU/Hr

Comet Corner

Arms:

A	A259 West: Worms Lane
B	B2132 North: Bilsham Road
C	A259 East: Grevatts Lane
D	B2132 South: Yapton Road

AM Peak

From / To	A	B	C	D
A	0	180	881	0
B	48	0	0	101
C	1010	0	0	94
D	0	175	276	0

PM Peak

From / To	A	B	C	D
A	0	51	928	0
B	133	0	0	207
C	898	0	0	363
D	0	96	119	0

Oyster Catcher

Arms:

A	A259 West: Grevatts Lane
B	B2233 North: Yapton Road
C	A259 East: Crookthorn Lane

AM Peak

From / To	A	B	C
A	0	11	1147
B	34	0	144
C	1071	201	0

PM Peak

From / To	A	B	C
A	0	31	1016
B	10	0	206
C	1251	174	0

Church Lane roundabout

Arms:

A	A259 West: Crookthorn Lane
B	Church Lane
C	A259 East: Bridge Road

AM Peak

From / To	A	B	C
A	0	100	1236
B	24	2	109
C	1339	80	0

PM Peak

From / To	A	B	C
A	0	35	1261
B	190	2	147
C	1398	70	0

LEGA East Bank Devt access roundabout

Arms:

A	A259 West: Bridge Road
B	A259 East: Bridge Road
C	Devt Access

AM Peak

From / To	A	B	C
A	0	1304	42
B	1362	0	39
C	57	178	0

PM Peak

From / To	A	B	C
A	0	1346	62
B	1429	0	145
C	40	56	0

Bridge Road Roundabout

Arms:

A A259 West: Bridge Road
B A259 North: Littlehampton Byp
C B2187 Bridge Road

AM Peak

From / To	A	B	C
A	0	1103	378
B	1044	0	0
C	357	0	0

PM Peak

From / To	A	B	C
A	0	1028	348
B	1104	0	0
C	469	2	0

Kingley Gate Junction

Arms:

A A259 West: Littlehampton Byp
B Benjamin Gray Drive
C A259 East: Littlehampton Byp

AM Peak

From / To	A	B	C
A	0	8	1095
B	32	0	122
C	1012	45	0

PM Peak

From / To	A	B	C
A	0	29	1001
B	44	0	16
C	1060	108	0

Wick Roundabout

Arms:

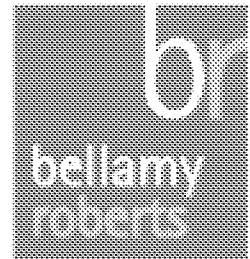
A A259 West: Littlehampton Byp
B Lyminster Road
C A259 East: Worthing Road
D Wick Street

AM Peak

From / To	A	B	C	D
A	0	136	1058	23
B	40	0	96	16
C	1013	238	0	287
D	4	0	338	0

PM Peak

From / To	A	B	C	D
A	0	32	984	0
B	118	0	238	0
C	1027	131	0	522
D	22	17	312	0



Clover House
Western Lane
Oxford
Hampshire RG29 1HU
Tel: 01256 743355

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

December 2016

Partners:
GD Bellamy BSc CEng MICE
IT Roberts MCIT



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

[illegible]

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

ARM B, A259 (SOUTH)

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

[illegible]

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 B, A259 (SOUTH)					From: ARM C, B2187 BRIDGE ROAD					From: ARM A, A259 (NORTH)					From: ARM C, B2187 BRIDGE ROAD					From: ARM D, BROAD PINE					From: ARM C, B2187 BRIDGE ROAD					From: ARM D, B2187 BRIDGE ROAD				
	Left to:					Left to:					Straight:					Straight:					Right to:					Right to:					U turn:					U turn:				
	CR	LGW	GVW1	GVW2	PSW	MCL	BCL	TOT	HR	CR	LGW	GVW1	GVW2	PSW	MCL	BCL	TOT	HR	CR	LGW	GVW1	GVW2	PSW	MCL	BCL	TOT	HR	CR	LGW	GVW1	GVW2	PSW	MCL	BCL	TOT	HR				
07:30-07:45	0	21	0	0	0	1	0	123	562	0	21	0	0	0	0	0	0	38	119	19	3	0	0	0	0	0	15	89	0	0	0	0	0	0	0	1	0			
07:45-08:00	116	24	0	0	0	1	0	142	484	6	4	1	0	0	0	0	11	45	12	3	0	0	0	0	0	0	15	89	0	0	0	0	0	0	0	0	0			
08:00-08:15	96	21	0	0	0	1	0	109	450	6	4	1	0	0	0	0	11	41	12	4	0	0	0	0	0	0	16	79	1	0	0	0	0	0	0	1	1			
08:15-08:30	115	15	0	0	0	1	0	128	428	6	4	1	0	0	0	0	11	42	12	4	0	0	0	0	0	0	16	112	0	0	0	0	0	0	0	0	0			
08:30-08:45	96	14	3	2	0	0	0	115	378	9	3	0	0	0	0	0	13	50	15	3	1	0	0	0	0	0	22	95	0	0	0	0	0	0	0	0	0			
08:45-09:00	57	9	1	0	0	1	0	86	4	4	3	2	0	0	0	0	9	19	6	0	0	0	0	0	0	0	25	0	0	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	0	12	21	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
09:15-09:30	75	9	0	0	1	1	0	76	9	7	5	9	0	0	0	0	16	11	3	3	0	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0			
2 HR TOTAL	724	128	13	3	7	5	2	880	47	32	9	3	0	0	0	1	68	128	31	2	0	0	0	0	0	0	1	0	183	1	0	0	0	0	0	0	1	1		

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

ROAD: ARM D, BROAD PIECE

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

[illegible]

File name:-Climping Roundabout 5 App 8 DEBBY

Site 5 Roundabout am

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

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

2 HOUR AM SUMMARY

TIME	MOVEMENT:						MOVEMENT:					
	ALL IN TO JUNCTION						ALL OUT OF JUNCTION					
	A	B	C	D	TOT	HR	A	B	C	D	TOT	HR
07:30-07:45	271	270	149	50	740	2975	214	374	91	61	740	2975
07:45-08:00	255	273	168	49	745	2932	190	399	134	53	776	2932
08:00-08:15	247	313	137	42	739	2921	192	331	167	59	749	2921
08:15-08:30	221	299	152	56	728	2752	178	323	159	61	721	2752
08:30-08:45	205	292	150	50	697	2680	171	303	150	73	697	2680
08:45-09:00	209	264	132	59	664		162	278	153	71	664	
09:00-09:15	234	255	124	57	670		179	246	146	99	670	
09:15-09:30	210	249	117	73	649		165	274	110	80	629	
2 HR TOTAL	1852	2238	1129	438	5655		1481	2527	1110	557	5655	

Climping Video Turning Count Site 5
A259/BRIDGE ROAD ROUNDABOUT

SITE: 5, A259/BRIDGE ROAD ROUNDABOUT

ROAD: ARM A, A259 (NORTH)

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 1, AD										MOVEMENT 2, AC										MOVEMENT 3, AB										MOVEMENT 4, AA 'U' TURN									
	From: ARM A, A259 (NORTH)										From: ARM A, A259 (NORTH)										From: ARM A, A259 (NORTH)										From: ARM A, A259 (NORTH)									
	ARM D, BROAD PIECE										ARM C, B2167 BRIDGE ROAD										ARM A, A259 (SOUTH)										'U' turn ARM A, A259 (NORTH)									
Left to:	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	Right to:	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR			
16:30-16:45	29	5	0	0	1	0	0	0	35	111	5	1	1	0	0	0	0	7	25	151	40	7	2	0	2	1	202	792	0	0	0	0	0	0	0	0				
16:45-17:00	23	4	0	0	0	0	0	0	27	102	5	2	1	0	0	0	0	8	33	156	40	2	1	0	2	1	201	780	0	0	0	0	0	0	0	0				
17:00-17:15	17	2	0	1	0	0	0	0	20	104	5	0	0	0	0	1	0	6	28	157	30	1	0	0	4	0	192	763	0	0	0	0	0	0	0	0				
17:15-17:30	25	3	0	1	0	0	0	0	29	129	3	1	0	0	0	0	0	4	34	166	24	1	2	0	4	2	197	735	0	0	0	0	0	0	0	1				
17:30-17:45	21	4	0	0	1	0	0	0	26	134	6	2	0	0	0	0	0	10	39	166	15	1	1	0	4	0	190	696	0	0	0	0	0	0	0	2				
17:45-18:00	27	2	0	0	0	0	0	0	29		12	1	0	0	0	0	0	13		155	17	3	3	0	3	1	184		0	0	0	0	0	0	0	0				
18:00-18:15	40	5	0	0	0	0	0	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	0	34		6	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	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

ROAD: ARM B, A259 (SOUTH)

DAY/DATE: WEDNESDAY 28th SEPTEMBER 2016

TIME	MOVEMENT 5, BA										MOVEMENT 6, BD										MOVEMENT 7, BC										MOVEMENT 8, BB									
	From: ARM B, A259 (SOUTH)										From: ARM B, A259 (SOUTH)										From: ARM B, A259 (SOUTH)										From: ARM B, A259 (SOUTH)									
	Left to: ARM A, A259 (NORTH)										Straight:										Right to: ARM C, B2187 BRIDGE ROAD										'U' turn ARM B, A259 (SOUTH)									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
16:30-16:45	145	27	1	2	1	5	2		187	812	31	4	0	0	0	0	0	35	136	114	26	0	0	0	3	0	145	576	0	1	0	0	0	0	1	1				
16:45-17:00	179	30	5	1	0	1	1		216	805	27	2	0	0	0	2	29	136	124	20	2	0	1	0	0	0	147	574	0	0	0	0	0	0	0	0				
17:00-17:15	165	33	6	3	0	1	1		211	790	32	5	0	0	0	3	37	156	110	17	0	1	1	2	1	0	131	551	0	0	0	0	0	0	0	0				
17:15-17:30	170	23	1	2	0	2	2		198	745	32	2	1	0	0	0	35	146	130	21	0	1	0	1	0	0	153	527	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	35	143	130	13	0	0	0	0	0	0	143	459	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	48		101	21	0	0	1	1	0	0	124		0	0	0	0	0	0	0	0				
18:00-18:15	140	17	0	0	0	0	0		157		26	2	0	0	0	1	30		91	15	0	0	1	0	1	0	107		0	0	0	0	0	0	0	0				
18:15-18:30	132	15	0	1	1	2	0		154		29	1	0	0	0	0	1	30		72	12	0	0	1	0	1	85		0	0	0	0	0	0	0	0				
2 HR TOTAL	1284	198	18	12	3	22	10		1513		253	25	1	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										MOVEMENT 10, CA										MOVEMENT 11, CD										MOVEMENT 12, CC									
	From: ARM C, B2187 BRIDGE ROAD Left to: ARM A, A259 (SOUTH)										From: ARM C, B2187 BRIDGE ROAD Straight: ARM C, A259 (NORTH)										From: ARM C, B2187 BRIDGE ROAD Right to: ARM D, BROAD PIECE										From: ARM C, B2187 BRIDGE ROAD 'U' turn ARM C, B2187 BRIDGE ROAD									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
16:30-16:45	65	17	0	0	1	1	0		107	435	21	3	0	0	0	0	0	24	77	26	2	1	0	0	1	0	30	112	0	0	0	0	0	0	0	1				
16:45-17:00	77	10	1	1	1	0	0		90	449	6	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				
17:00-17:15	120	13	0	1	1	0	0		134	431	16	4	0	0	0	0	0	22	90	32	1	0	0	0	2	0	35	117	1	0	0	0	0	0	0	1				
17:15-17:30	90	12	0	1	1	1	1		104	363	16	0	0	1	0	0	0	19	72	17	0	0	0	0	0	0	17	106	0	0	0	0	0	0	0	1				
17:30-17:45	105	12	0	0	2	2	0		121	337	27	3	0	0	0	0	0	30	83	27	5	0	0	0	0	0	32	110	1	0	0	0	0	0	0	1				
17:45-18:00	61	7	2	1	0	1	0		72		6	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	885	85	8	3	7	8	2		772		121	18	1	1	0	1	0	140		292	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										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:										Right to: ARM A, A259 (NORTH)										'U' turn:									
	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR	CAR	LGW	OGV1	OGV2	PSV	MCL	BCL	TOT	HR				
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					
16:45-17:00	32	3	0	0	0	0	0	35	142	36	3	0	0	0	0	0	39	128	30	1	0	0	0	0	0	31	113	0	0	0	0	0	0	0	0					
17:00-17:15	35	6	0	0	0	0	0	43	143	25	2	0	0	0	0	1	27	121	21	1	0	0	0	0	0	32	113	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	33	120	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	0	39	125	22	3	0	0	1	0	0	38	122	0	0	0	0	0	0	0	0					
17:45-18:00	34	2	0	0	0	0	0	36	149	19	2	0	0	0	0	0	21	127	4	0	0	0	0	0	0	31	111	0	0	0	0	0	0	0	0					
18:00-19:15	44	5	0	0	0	0	0	49	157	22	5	0	0	0	0	0	32	135	35	3	0	0	0	0	0	38	140	0	0	0	0	0	0	0	0					
18:15-18:30	23	1	0	0	0	0	0	24	93	30	3	0	0	0	0	0	33	93	22	0	0	0	0	0	0	29	93	0	0	0	0	0	0	0	0					
2 HR TOTAL	272	28	1	0	0	2	0	301	244	227	31	1	0	0	0	0	354	229	0	1	2	1	0	0	0	347	227	0	0	0	0	0	0	0	0					

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	264	365	161	132	875	3477	244	339	192	100	875	3477
16:45-17:00	236	392	132	105	865	3487	259	330	190	96	865	3487
17:00-17:15	210	378	192	92	881	3412	255	353	191	92	881	3412
17:15-17:30	230	356	140	100	865	3284	251	335	199	91	865	3284
17:30-17:45	226	355	164	97	865	3083	236	350	196	93	865	3083
17:45-18:00	226	392	114	86	810		250	277	173	110	810	
18:00-18:15	217	294	103	119	733		210	262	163	96	733	
18:15-18:30	202	269	110	94	675		192	269	128	96	675	
2 HR TOTAL	1799	2828	1136	797	6560		1897	2515	1402	748	6580	

Diagram of the A259/BRIDGE ROAD ROUNDABOUT showing four arms: ARM A, A259 (NORTH), ARM B, A259 (SOUTH), ARM C, B2187 BRIDGE ROAD, and ARM D, BROAD PICE. The diagram includes lane numbers and a north arrow.

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016	
For sales and distribution information, program advice and maintenance, contact TRL:	
The users of this computer program	ss of the solution

Filename: (Site 5) A259-B2187 Rbt.j9
Path: S:\Admin-Projects\4701-4750\4724\Junctions 9
Report generation date: 27/10/2016 15:25:52

-
- »2016, AM Network Peak Hour - Base Flows
 - »2016, PM Network Peak Hour - Base Flows
 - »2016, AM Network Peak Hour - Base Flows + Development Traffic
 - »2016, PM Network Peak Hour - Base Flows + Development Traffic
 - »2021, AM Network Peak Hour - Base Flows
 - »2021, PM Network Peak Hour - Base Flows
 - »2021, AM Network Peak Hour - Base Flows + DevT
 - »2021, PM Network Peak Hour - Base Flows + DevT
 - »2026, AM Network Peak Hour - Base Flows
 - »2026, PM Network Peak Hour - Base Flows
 - »2026, AM Network Peak Hour - Base Flows + DevT
 - »2026, PM Network Peak Hour - Base Flows + DevT

Summary of junction performance

	AM Network Peak Hour - Base Flows					PM Network Peak Hour - Base Flows					AM Network Peak Hour - Base Flows + Development Traffic					PM Network Peak Hour - Base Flows + Development Traffic					AM Network Peak Hour - Base Flows + DevT					PM Network Peak Hour - Base Flows + DevT								
	Queu e (PCU)	Dela y (s)	RF C	LO S	Networ k Residu al Capaci ty	Queu e (PCU)	Dela y (s)	RF C	LO S	Networ k Residu al Capaci ty	Queu e (PCU)	Dela y (s)	RF C	LO S	Networ k Residu al Capaci ty	Queu e (PCU)	Dela y (s)	RF C	LO S	Networ k Residu al Capaci ty	Queu e (PCU)	Dela y (s)	RF C	LO S	Networ k Residu al Capaci ty	Queu e (PCU)	Dela y (s)	RF C	LO S	Networ k Residu al Capaci ty				
2016																																		
1 - B2187 Bridge Road	0.1	1.77	0.08	A	526 % [3 - A259 (North)]	0.1	1.77	0.09	A	412 % [2 - A259 (South)]	0.1	1.78	0.08	A	494 % [3 - A259 (North)]	0.1	1.79	0.09	A	393 % [2 - A259 (South)]														
2 - A259 (South)	0.2	1.78	0.13	A		0.2	1.88	0.17	A		0.2	1.81	0.15	A		0.2	1.90	0.18	A															
3 - A259 (North)	0.1	1.71	0.12	A		0.1	1.73	0.11	A		0.1	1.72	0.12	A		0.1	1.74	0.11	A															
4 - Broad Piece	0.0	2.26	0.04	A		0.1	2.34	0.07	A		0.0	2.28	0.04	A		0.1	2.37	0.07	A															
2021																																		
1 - B2187 Bridge Road	0.1	1.79	0.08	A	479 % [3 - A259 (North)]	0.1	1.80	0.09	A	376 % [2 - A259 (South)]											0.1	1.80	0.09	A	452 % [3 - A259 (North)]	0.1	1.82	0.10	A	359 % [2 - A259 (South)]				
2 - A259 (South)	0.2	1.81	0.15	A		0.2	1.92	0.18	A												0.2	1.84	0.16	A		0.2	1.94	0.19	A					
3 - A259 (North)	0.1	1.73	0.13	A		0.1	1.76	0.11	A												0.2	1.75	0.13	A		0.1	1.77	0.12	A					
4 - Broad Piece	0.0	2.29	0.05	A		0.1	2.38	0.08	A												0.0	2.31	0.05	A		0.1	2.40	0.08	A					
2026																																		
1 - B2187 Bridge Road	0.1	1.82	0.09	A	443 % [3 - A259 (North)]	0.1	1.82	0.10	A	347 % [2 - A259 (South)]											0.1	1.83	0.09	A	420 % [3 - A259 (North)]	0.1	1.84	0.11	A	333 % [2 - A259 (South)]				
2 - A259 (South)	0.2	1.83	0.15	A		0.2	1.95	0.20	A												0.2	1.86	0.17	A		0.3	1.97	0.20	A					
3 - A259 (North)	0.2	1.75	0.14	A		0.1	1.78	0.12	A												0.2	1.77	0.14	A		0.1	1.79	0.12	A					
4 - Broad Piece	0.1	2.32	0.05	A		0.1	2.41	0.08	A												0.1	2.34	0.05	A		0.1	2.44	0.09	A					

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tab(s) for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	A259/B2187 Roundabout
Location	Climping, West Sussex
Site number	
Date	25/10/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4724
Enumerator	BR\matttwinberrow
Description	

Units

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



Flows show original traffic demand (Veh/hr).

Time Segment: 18:30-18:45

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2016	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓		
D2	2016	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓		
D3	2016	AM Development Traffic	ONE HOUR	07:45	09:15		15			
D4	2016	PM Development Traffic	ONE HOUR	16:45	18:15		15			
D5	2016	AM Network Peak Hour - Base Flows + Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3
D6	2016	PM Network Peak Hour - Base Flows + Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4
D7	2021	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1
D8	2021	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D4
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3
D14	2026	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Growth Factors

ID	Description	Use TEMPRO	NTEM Dataset	NTM Dataset	Base year	Future year	Time period	Region	County	Authority	Zone	Area type	Road type	Growth Factor
G1	2021 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2021	Weekday AM Peak Period	SE	West Sussex	Arun	Arun 011 (5082)	Urban	Principal	1.0806
G2	PM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2021	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 011 (5082)	Urban	Principal	1.0767
G3	2026 AM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday AM Peak Period	SE	West Sussex	Arun	Arun 011 (5082)	Urban	Principal	1.1505
G4	2026 PM Network Peak	✓	6.2	NTM AF15 Dataset	2016	2026	Weekday PM Peak Period	SE	West Sussex	Arun	Arun 011 (5082)	Urban	Principal	1.1458

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

Analysis Set Details

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

2016, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	526	3 - A259 (North)

Arms

Arms

Arm	Name	Description
1	B2187 Bridge Road	
2	A259 (South)	
3	A259 (North)	
4	Broad Piece	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2187 Bridge Road	4.31	9.63	31.4	33.7	62.1	31.9	
2 - A259 (South)	4.79	10.40	29.3	25.9	13.0	50.1	
3 - A259 (North)	4.24	11.12	28.3	25.3	13.0	27.8	
4 - Broad Piece	5.12	8.43	5.0	17.1	62.4	31.9	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2187 Bridge Road	0.664	2383
2 - A259 (South)	0.785	2358
3 - A259 (North)	0.838	2500
4 - Broad Piece	0.564	1842

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2016	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	123	8	18
		2 - A259 (South)	61	1	190	18
		3 - A259 (North)	19	227	0	25
		4 - Broad Piece	11	23	16	0

Demand (Veh/hr)

07:45 - 08:00		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	142	11	15
		2 - A259 (South)	100	0	162	11
		3 - A259 (North)	23	235	0	27
		4 - Broad Piece	11	21	17	0

Demand (Veh/hr)

08:00 - 08:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	1	109	11	16
		2 - A259 (South)	126	0	164	23
		3 - A259 (North)	25	202	0	20
		4 - Broad Piece	15	20	7	0

Demand (Veh/hr)

08:15 - 08:30		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	128	8	16
		2 - A259 (South)	115	1	154	20
		3 - A259 (North)	21	175	0	25
		4 - Broad Piece	23	19	16	0

Demand (Veh/hr)

08:30 - 08:45		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	115	13	22
		2 - A259 (South)	110	0	149	33
		3 - A259 (North)	21	165	0	18
		4 - Broad Piece	19	22	9	0

Demand (Veh/hr)

08:45 - 09:00		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	98	9	25
		2 - A259 (South)	113	0	131	20
		3 - A259 (North)	23	160	0	26
		4 - Broad Piece	17	20	22	0

Demand (Veh/hr)

		To				
08:00 - 08:15	From	1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece	
		1 - B2187 Bridge Road	0	89	12	23
		2 - A259 (South)	107	0	148	30
		3 - A259 (North)	17	141	0	46
		4 - Broad Piece	22	16	16	0

Demand (Veh/hr)

		To				
08:15 - 08:30	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	76	16	25
		2 - A259 (South)	73	1	150	25
		3 - A259 (North)	16	164	0	30
		4 - Broad Piece	21	33	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.08	1.77	0.1	A	141	282
2 - A259 (South)	0.13	1.78	0.2	A	280	559
3 - A259 (North)	0.12	1.71	0.1	A	231	463
4 - Broad Piece	0.04	2.26	0.0	A	54	109

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	149	37	266	2206	0.068	149	91	0.0	0.1	1.749	A
2 - A259 (South)	270	68	42	2325	0.116	269	373	0.0	0.1	1.750	A
3 - A259 (North)	271	68	98	2418	0.112	270	214	0.0	0.1	1.676	A
4 - Broad Piece	50	13	307	1669	0.030	50	61	0.0	0.0	2.223	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	168	42	273	2202	0.076	168	134	0.1	0.1	1.769	A
2 - A259 (South)	273	68	43	2325	0.117	273	398	0.1	0.1	1.753	A
3 - A259 (North)	285	71	126	2394	0.119	285	190	0.1	0.1	1.705	A
4 - Broad Piece	49	12	358	1640	0.030	49	53	0.0	0.0	2.263	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	137	34	229	2231	0.061	137	167	0.1	0.1	1.718	A
2 - A259 (South)	313	78	35	2331	0.134	313	331	0.1	0.2	1.783	A
3 - A259 (North)	247	62	166	2361	0.105	247	182	0.1	0.1	1.702	A
4 - Broad Piece	42	11	354	1642	0.026	42	59	0.0	0.0	2.248	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	152	38	211	2243	0.068	152	159	0.1	0.1	1.721	A
2 - A259 (South)	290	73	40	2327	0.125	290	323	0.2	0.1	1.766	A
3 - A259 (North)	221	55	152	2372	0.093	221	178	0.1	0.1	1.672	A
4 - Broad Piece	58	15	312	1666	0.035	58	61	0.0	0.0	2.238	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	150	38	196	2253	0.067	150	150	0.1	0.1	1.713	A
2 - A259 (South)	292	73	44	2324	0.126	292	302	0.1	0.1	1.770	A
3 - A259 (North)	204	51	165	2362	0.086	204	171	0.1	0.1	1.667	A
4 - Broad Piece	50	13	296	1675	0.030	50	73	0.0	0.0	2.214	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	132	33	202	2249	0.059	132	153	0.1	0.1	1.699	A
2 - A259 (South)	264	66	56	2314	0.114	264	278	0.1	0.1	1.754	A
3 - A259 (North)	209	52	158	2367	0.088	209	162	0.1	0.1	1.667	A
4 - Broad Piece	59	15	296	1675	0.035	59	71	0.0	0.0	2.227	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	124	31	173	2268	0.055	124	146	0.1	0.1	1.680	A
2 - A259 (South)	285	71	51	2318	0.123	285	246	0.1	0.1	1.769	A
3 - A259 (North)	204	51	160	2366	0.086	204	176	0.1	0.1	1.664	A
4 - Broad Piece	54	14	265	1693	0.032	54	99	0.0	0.0	2.198	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	117	29	217	2239	0.052	117	110	0.1	0.1	1.698	A
2 - A259 (South)	249	62	60	2311	0.108	249	274	0.1	0.1	1.747	A
3 - A259 (North)	210	53	124	2396	0.088	210	185	0.1	0.1	1.646	A
4 - Broad Piece	73	18	254	1699	0.043	73	80	0.0	0.0	2.213	A

2016, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.

Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
---------	-------------	--	--

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.88	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	412	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2016	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:35 - 16:45		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	107	24	30
		2 - A259 (South)	147	1	187	35
		3 - A259 (North)	7	202	0	35
		4 - Broad Piece	40	29	33	0

Demand (Veh/hr)

16:45 - 17:00		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	90	12	30
		2 - A259 (South)	147	0	216	29
		3 - A259 (North)	8	201	0	27
		4 - Broad Piece	35	39	31	0

Demand (Veh/hr)

17:00 - 17:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	1	134	22	35
		2 - A259 (South)	131	0	211	37
		3 - A259 (North)	6	192	0	20
		4 - Broad Piece	43	27	22	0

Demand (Veh/hr)

17:15 - 17:30		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	104	19	17
		2 - A259 (South)	153	0	198	35
		3 - A259 (North)	4	197	0	29
		4 - Broad Piece	32	34	34	0

Demand (Veh/hr)

17:35 - 17:45		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	1	121	30	32
		2 - A259 (South)	143	0	180	35
		3 - A259 (North)	10	190	0	26
		4 - Broad Piece	32	39	26	0

Demand (Veh/hr)

17:45 - 18:00		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	72	9	33
		2 - A259 (South)	124	0	210	48
		3 - A259 (North)	13	184	0	29
		4 - Broad Piece	36	21	31	0

Demand (Veh/hr)

18:00 - 18:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	66	14	23
		2 - A259 (South)	107	0	157	30
		3 - A259 (North)	7	164	1	45
		4 - Broad Piece	49	32	38	0

Demand (Veh/hr)

18:15 - 18:30		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	0	0	0
		2 - A259 (South)	0	0	0	0
		3 - A259 (North)	0	0	0	0
		4 - Broad Piece	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.77	0.1	A	128	257
2 - A259 (South)	0.17	1.88	0.2	A	320	640
3 - A259 (North)	0.11	1.73	0.1	A	200	399
4 - Broad Piece	0.07	2.34	0.1	A	88	176

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	161	40	264	2207	0.073	161	194	0.0	0.1	1.758	A
2 - A259 (South)	370	93	87	2290	0.162	369	338	0.0	0.2	1.873	A
3 - A259 (North)	244	61	213	2322	0.105	244	243	0.0	0.1	1.731	A
4 - Broad Piece	102	26	356	1641	0.062	102	100	0.0	0.1	2.338	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	132	33	271	2203	0.060	132	190	0.1	0.1	1.737	A
2 - A259 (South)	392	98	73	2301	0.170	392	330	0.2	0.2	1.884	A

3 - A259 (North)	236	59	206	2327	0.101	236	259	0.1	0.1	1.720	A
4 - Broad Piece	105	26	356	1641	0.064	105	86	0.1	0.1	2.342	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	192	48	241	2223	0.086	192	181	0.1	0.1	1.771	A
2 - A259 (South)	379	95	80	2296	0.165	379	353	0.2	0.2	1.880	A
3 - A259 (North)	218	55	204	2329	0.094	218	255	0.1	0.1	1.707	A
4 - Broad Piece	92	23	330	1656	0.056	92	92	0.1	0.1	2.301	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	140	35	265	2207	0.063	140	189	0.1	0.1	1.741	A
2 - A259 (South)	386	97	70	2303	0.168	386	335	0.2	0.2	1.876	A
3 - A259 (North)	230	58	205	2328	0.099	230	251	0.1	0.1	1.715	A
4 - Broad Piece	100	25	354	1643	0.061	100	81	0.1	0.1	2.333	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	184	46	255	2214	0.083	184	186	0.1	0.1	1.772	A
2 - A259 (South)	358	90	89	2289	0.156	358	350	0.2	0.2	1.863	A
3 - A259 (North)	226	57	211	2323	0.097	226	236	0.1	0.1	1.718	A
4 - Broad Piece	97	24	344	1648	0.059	97	93	0.1	0.1	2.322	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	114	29	236	2226	0.051	114	173	0.1	0.1	1.706	A
2 - A259 (South)	382	96	73	2301	0.166	382	277	0.2	0.2	1.874	A
3 - A259 (North)	226	57	205	2328	0.097	226	250	0.1	0.1	1.714	A
4 - Broad Piece	88	22	321	1661	0.053	88	110	0.1	0.1	2.289	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	103	26	235	2227	0.046	103	163	0.1	0.0	1.694	A
2 - A259 (South)	294	74	76	2299	0.128	294	262	0.2	0.1	1.798	A

3 - A259 (North)	217	54	160	2366	0.092	217	210	0.1	0.1	1.674	A
4 - Broad Piece	119	30	279	1685	0.071	119	98	0.1	0.1	2.298	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.49	2383	0.000	0.19	0.35	0.0	0.0	0.000	A
2 - A259 (South)	0	0	0.17	2358	0.000	0.59	0.51	0.1	0.0	0.000	A
3 - A259 (North)	0	0	0.32	2499	0.000	0.40	0.44	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.53	1842	0.000	0.30	0.19	0.1	0.0	0.000	A

2016, AM Network Peak Hour - Base Flows + Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.81	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	494	3 - A259 (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2016	AM Network Peak Hour - Base Flows + Development Traffic	DIRECT	07:30	09:30	120	15	✓	Simple	D1+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	123	8	18
	2 - A259 (South)	61	1	190	18
	3 - A259 (North)	19	227	0	25
	4 - Broad Piece	11	23	16	0

Demand (Veh/hr)

07:45 - 08:00		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	148	11	15
	2 - A259 (South)	114	0	178	15
	3 - A259 (North)	23	241	0	27
	4 - Broad Piece	11	23	17	0

Demand (Veh/hr)

08:00 - 08:15		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	115	11	16
	2 - A259 (South)	140	0	180	27
	3 - A259 (North)	25	208	0	20
	4 - Broad Piece	15	22	7	0

Demand (Veh/hr)

		To			
08:15 - 08:30	From	1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	134	8	16
	2 - A259 (South)	129	1	170	24
	3 - A259 (North)	21	181	0	25
	4 - Broad Piece	23	21	16	0

Demand (Veh/hr)

		To			
08:30 - 08:45	From	1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	121	13	22
	2 - A259 (South)	124	0	165	37
	3 - A259 (North)	21	171	0	18
	4 - Broad Piece	19	24	9	0

Demand (Veh/hr)

		To			
08:45 - 09:00	From	1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	104	9	25
	2 - A259 (South)	127	0	147	24
	3 - A259 (North)	23	166	0	26
	4 - Broad Piece	17	22	22	0

Demand (Veh/hr)

		To			
09:00 - 09:15	From	1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	95	12	23
	2 - A259 (South)	121	0	164	34
	3 - A259 (North)	17	147	0	46
	4 - Broad Piece	22	18	16	0

Demand (Veh/hr)

		To				
09:15 - 09:30	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	76	16	25
		2 - A259 (South)	73	1	150	25
		3 - A259 (North)	16	164	0	30
		4 - Broad Piece	21	33	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.08	1.78	0.1	A	146	291
2 - A259 (South)	0.15	1.81	0.2	A	305	610
3 - A259 (North)	0.12	1.72	0.1	A	236	472
4 - Broad Piece	0.04	2.28	0.0	A	56	112

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	149	37	266	2206	0.068	149	91	0.0	0.1	1.749	A
2 - A259 (South)	270	68	42	2325	0.116	269	373	0.0	0.1	1.750	A
3 - A259 (North)	271	68	98	2418	0.112	270	214	0.0	0.1	1.676	A
4 - Broad Piece	50	13	307	1669	0.030	50	61	0.0	0.0	2.223	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	174	44	281	2196	0.079	174	148	0.1	0.1	1.779	A
2 - A259 (South)	307	77	43	2325	0.132	307	412	0.1	0.2	1.783	A
3 - A259 (North)	291	73	144	2379	0.122	291	206	0.1	0.1	1.723	A
4 - Broad Piece	51	13	378	1629	0.031	51	57	0.0	0.0	2.280	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	143	36	237	2225	0.064	143	181	0.1	0.1	1.730	A
2 - A259 (South)	347	87	35	2331	0.149	347	345	0.2	0.2	1.813	A
3 - A259 (North)	253	63	184	2346	0.108	253	198	0.1	0.1	1.722	A
4 - Broad Piece	44	11	374	1631	0.027	44	63	0.0	0.0	2.269	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	158	40	219	2237	0.071	158	173	0.1	0.1	1.730	A
2 - A259 (South)	324	81	40	2327	0.139	324	337	0.2	0.2	1.799	A
3 - A259 (North)	227	57	170	2357	0.096	227	194	0.1	0.1	1.691	A
4 - Broad Piece	60	15	332	1655	0.036	60	65	0.0	0.0	2.256	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	156	39	204	2247	0.069	156	164	0.1	0.1	1.720	A
2 - A259 (South)	326	82	44	2324	0.140	326	316	0.2	0.2	1.801	A
3 - A259 (North)	210	53	183	2346	0.090	210	187	0.1	0.1	1.686	A
4 - Broad Piece	52	13	316	1664	0.031	52	77	0.0	0.0	2.233	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	138	35	210	2243	0.062	138	167	0.1	0.1	1.711	A
2 - A259 (South)	298	75	56	2314	0.129	298	292	0.2	0.1	1.784	A
3 - A259 (North)	215	54	176	2352	0.091	215	178	0.1	0.1	1.683	A
4 - Broad Piece	61	15	316	1664	0.037	61	75	0.0	0.0	2.245	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	130	33	181	2263	0.057	130	160	0.1	0.1	1.687	A
2 - A259 (South)	319	80	51	2318	0.138	319	260	0.1	0.2	1.799	A
3 - A259 (North)	210	53	178	2351	0.089	210	192	0.1	0.1	1.683	A
4 - Broad Piece	56	14	285	1681	0.033	56	103	0.0	0.0	2.214	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	117	29	217	2239	0.052	117	110	0.1	0.1	1.698	A
2 - A259 (South)	249	62	60	2311	0.108	249	274	0.2	0.1	1.745	A
3 - A259 (North)	210	53	124	2396	0.088	210	185	0.1	0.1	1.646	A
4 - Broad Piece	73	18	254	1699	0.043	73	80	0.0	0.0	2.213	A

2016, PM Network Peak Hour - Base Flows + Development Traffic

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	393	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2016	PM Network Peak Hour - Base Flows + Development Traffic	DIRECT	16:30	18:30	120	15	✓	Simple	D2+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 - 16:45		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	107	24	30
		2 - A259 (South)	147	1	187	35
		3 - A259 (North)	7	202	0	35
		4 - Broad Piece	40	29	33	0

Demand (Veh/hr)

16:45 - 17:00		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	103	12	30
		2 - A259 (South)	155	0	224	31
		3 - A259 (North)	8	215	0	27
		4 - Broad Piece	35	43	31	0

Demand (Veh/hr)

17:00 - 17:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	1	147	22	35
		2 - A259 (South)	139	0	219	39
		3 - A259 (North)	6	206	0	20
		4 - Broad Piece	43	31	22	0

Demand (Veh/hr)

17:15 - 17:30		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	117	19	17
		2 - A259 (South)	161	0	206	37
		3 - A259 (North)	4	211	0	29
		4 - Broad Piece	32	38	34	0

Demand (Veh/hr)

17:30 - 17:45		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	1	134	30	32
		2 - A259 (South)	151	0	188	37
		3 - A259 (North)	10	204	0	26
		4 - Broad Piece	32	43	26	0

Demand (Veh/hr)

17:45 - 18:00		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	85	9	33
		2 - A259 (South)	132	0	218	50
		3 - A259 (North)	13	198	0	29
		4 - Broad Piece	36	25	31	0

Demand (Veh/hr)

18:00 - 18:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	79	14	23
		2 - A259 (South)	115	0	165	32
		3 - A259 (North)	7	178	1	45
		4 - Broad Piece	49	36	38	0

Demand (Veh/hr)

18:15 - 18:30		To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	From	1 - B2187 Bridge Road	0	0	0	0
		2 - A259 (South)	0	0	0	0
		3 - A259 (North)	0	0	0	0
		4 - Broad Piece	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.79	0.1	A	138	276
2 - A259 (South)	0.18	1.90	0.2	A	334	667
3 - A259 (North)	0.11	1.74	0.1	A	210	420
4 - Broad Piece	0.07	2.37	0.1	A	91	182

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	161	40	264	2207	0.073	161	194	0.0	0.1	1.758	A
2 - A259 (South)	370	93	87	2290	0.162	369	338	0.0	0.2	1.873	A
3 - A259 (North)	244	61	213	2322	0.105	244	243	0.0	0.1	1.731	A
4 - Broad Piece	102	26	356	1641	0.062	102	100	0.0	0.1	2.338	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	145	36	289	2191	0.066	145	198	0.1	0.1	1.761	A
2 - A259 (South)	410	103	73	2301	0.178	410	361	0.2	0.2	1.902	A
3 - A259 (North)	250	63	216	2319	0.108	250	267	0.1	0.1	1.739	A
4 - Broad Piece	109	27	378	1629	0.067	109	88	0.1	0.1	2.368	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	205	51	259	2211	0.093	205	189	0.1	0.1	1.793	A
2 - A259 (South)	397	99	80	2296	0.173	397	384	0.2	0.2	1.895	A
3 - A259 (North)	232	58	214	2320	0.100	232	263	0.1	0.1	1.722	A
4 - Broad Piece	96	24	352	1644	0.058	96	94	0.1	0.1	2.325	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	153	38	283	2195	0.070	153	197	0.1	0.1	1.765	A
2 - A259 (South)	404	101	70	2303	0.175	404	366	0.2	0.2	1.894	A
3 - A259 (North)	244	61	215	2320	0.105	244	259	0.1	0.1	1.733	A
4 - Broad Piece	104	26	376	1630	0.064	104	83	0.1	0.1	2.358	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	197	49	273	2202	0.089	197	194	0.1	0.1	1.794	A
2 - A259 (South)	376	94	89	2289	0.164	376	381	0.2	0.2	1.884	A
3 - A259 (North)	240	60	221	2315	0.104	240	244	0.1	0.1	1.734	A
4 - Broad Piece	101	25	366	1636	0.062	101	95	0.1	0.1	2.345	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	127	32	254	2214	0.057	127	181	0.1	0.1	1.724	A
2 - A259 (South)	400	100	73	2301	0.174	400	308	0.2	0.2	1.892	A
3 - A259 (North)	240	60	215	2320	0.103	240	258	0.1	0.1	1.730	A
4 - Broad Piece	92	23	343	1649	0.056	92	112	0.1	0.1	2.312	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	116	29	253	2215	0.052	116	171	0.1	0.1	1.717	A
2 - A259 (South)	312	78	76	2299	0.136	312	293	0.2	0.2	1.814	A
3 - A259 (North)	231	58	170	2357	0.098	231	218	0.1	0.1	1.695	A
4 - Broad Piece	123	31	301	1672	0.074	123	100	0.1	0.1	2.323	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.53	2383	0.000	0.22	0.37	0.1	0.0	0.000	A
2 - A259 (South)	0	0	0.17	2358	0.000	0.63	0.58	0.2	0.0	0.000	A
3 - A259 (North)	0	0	0.34	2499	0.000	0.44	0.46	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.58	1842	0.000	0.32	0.19	0.1	0.0	0.000	A

2021, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.82	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	479	3 - A259 (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2021	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G1

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	133	9	19
		2 - A259 (South)	66	1	205	19
		3 - A259 (North)	21	245	0	27
		4 - Broad Piece	12	25	17	0

Demand (Veh/hr)

07:45 - 08:00		To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	From	1 - B2187 Bridge Road	0	153	12	16
		2 - A259 (South)	108	0	175	12
		3 - A259 (North)	25	254	0	29
		4 - Broad Piece	12	23	18	0

Demand (Veh/hr)

08:00 - 08:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	1	118	12	17
		2 - A259 (South)	136	0	177	25
		3 - A259 (North)	27	218	0	22
		4 - Broad Piece	16	22	8	0

Demand (Veh/hr)

08:15 - 08:30		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece	
	From	1 - B2187 Bridge Road	0	138	9	17
		2 - A259 (South)	124	1	166	22
		3 - A259 (North)	23	189	0	27
		4 - Broad Piece	25	21	17	0

Demand (Veh/hr)

08:30 - 08:45		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	124	14	24
		2 - A259 (South)	119	0	161	36
		3 - A259 (North)	23	178	0	19
		4 - Broad Piece	21	24	10	0

Demand (Veh/hr)

08:45 - 09:00		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	106	10	27
		2 - A259 (South)	122	0	142	22
		3 - A259 (North)	25	173	0	28
		4 - Broad Piece	18	22	24	0

Demand (Veh/hr)

09:00 - 09:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	96	13	25
		2 - A259 (South)	116	0	160	32
		3 - A259 (North)	18	152	0	50
		4 - Broad Piece	24	17	17	0

Demand (Veh/hr)

09:15 - 09:30		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	82	17	27
		2 - A259 (South)	79	1	162	27
		3 - A259 (North)	17	177	0	32
		4 - Broad Piece	23	36	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.08	1.79	0.1	A	152	305
2 - A259 (South)	0.15	1.81	0.2	A	302	604
3 - A259 (North)	0.13	1.73	0.1	A	250	500
4 - Broad Piece	0.05	2.29	0.0	A	59	118

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	161	40	288	2192	0.073	161	98	0.0	0.1	1.771	A
2 - A259 (South)	292	73	45	2323	0.126	291	403	0.0	0.1	1.771	A
3 - A259 (North)	293	73	106	2411	0.121	292	231	0.0	0.1	1.698	A
4 - Broad Piece	54	14	332	1655	0.033	54	66	0.0	0.0	2.248	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	182	45	295	2187	0.083	181	145	0.1	0.1	1.794	A
2 - A259 (South)	295	74	46	2322	0.127	295	430	0.1	0.1	1.775	A

3 - A259 (North)	308	77	136	2386	0.129	308	205	0.1	0.1	1.731	A
4 - Broad Piece	53	13	387	1624	0.033	53	57	0.0	0.0	2.291	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	148	37	248	2218	0.067	148	180	0.1	0.1	1.738	A
2 - A259 (South)	338	85	38	2329	0.145	338	358	0.1	0.2	1.807	A
3 - A259 (North)	267	67	179	2350	0.114	267	197	0.1	0.1	1.730	A
4 - Broad Piece	45	11	383	1626	0.028	45	64	0.0	0.0	2.276	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	164	41	228	2231	0.074	164	172	0.1	0.1	1.740	A
2 - A259 (South)	313	78	43	2324	0.135	313	349	0.2	0.2	1.789	A
3 - A259 (North)	239	60	164	2362	0.101	239	192	0.1	0.1	1.694	A
4 - Broad Piece	63	16	337	1652	0.038	63	66	0.0	0.0	2.264	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	162	41	212	2242	0.072	162	162	0.1	0.1	1.729	A
2 - A259 (South)	316	79	48	2321	0.136	316	326	0.2	0.2	1.794	A
3 - A259 (North)	220	55	178	2350	0.094	220	185	0.1	0.1	1.689	A
4 - Broad Piece	54	14	320	1662	0.033	54	79	0.0	0.0	2.240	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	143	36	218	2238	0.064	143	165	0.1	0.1	1.720	A
2 - A259 (South)	285	71	60	2311	0.123	285	300	0.2	0.1	1.776	A
3 - A259 (North)	226	56	171	2357	0.096	226	175	0.1	0.1	1.688	A
4 - Broad Piece	64	16	320	1662	0.038	64	77	0.0	0.0	2.252	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	134	33	187	2259	0.059	134	158	0.1	0.1	1.693	A
2 - A259 (South)	308	77	55	2315	0.133	308	266	0.1	0.2	1.792	A

3 - A259 (North)	220	55	173	2355	0.094	220	190	0.1	0.1	1.685	A
4 - Broad Piece	58	15	286	1681	0.035	58	107	0.0	0.0	2.218	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	126	32	234	2227	0.057	126	119	0.1	0.1	1.712	A
2 - A259 (South)	269	67	65	2308	0.117	269	296	0.2	0.1	1.765	A
3 - A259 (North)	227	57	134	2387	0.095	227	200	0.1	0.1	1.665	A
4 - Broad Piece	79	20	275	1687	0.047	79	86	0.0	0.0	2.237	A

2021, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	376	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2021	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G2

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
16:30 - 16:45	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	115	26	32
		2 - A259 (South)	158	1	201	38
		3 - A259 (North)	8	217	0	38
		4 - Broad Piece	43	31	36	0

Demand (Veh/hr)

16:45 - 17:00		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	97	13	32
		2 - A259 (South)	158	0	233	31
		3 - A259 (North)	9	216	0	29
	4 - Broad Piece	38	42	33	0	

Demand (Veh/hr)

17:00 - 17:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	1	144	24	38
		2 - A259 (South)	141	0	227	40
		3 - A259 (North)	6	207	0	22
		4 - Broad Piece	46	29	24	0

Demand (Veh/hr)

17:15 - 17:30		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	112	20	18
		2 - A259 (South)	165	0	213	38
		3 - A259 (North)	4	212	0	31
		4 - Broad Piece	34	37	37	0

Demand (Veh/hr)

17:30 - 17:45		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	1	130	32	34
		2 - A259 (South)	154	0	194	38
		3 - A259 (North)	11	205	0	28
		4 - Broad Piece	34	42	28	0

Demand (Veh/hr)

17:45 - 18:00		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	78	10	36
		2 - A259 (South)	134	0	226	52
		3 - A259 (North)	14	198	0	31
		4 - Broad Piece	39	23	33	0

Demand (Veh/hr)

18:00 - 18:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	71	15	25
		2 - A259 (South)	115	0	169	32
		3 - A259 (North)	8	177	1	48
		4 - Broad Piece	53	34	41	0

Demand (Veh/hr)

		To				
18:15 - 18:30	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	0	0	0
		2 - A259 (South)	0	0	0	0
		3 - A259 (North)	0	0	0	0
		4 - Broad Piece	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.80	0.1	A	138	276
2 - A259 (South)	0.18	1.92	0.2	A	345	689
3 - A259 (North)	0.11	1.76	0.1	A	215	430
4 - Broad Piece	0.08	2.38	0.1	A	95	189

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	173	43	285	2194	0.079	173	208	0.0	0.1	1.780	A
2 - A259 (South)	398	100	93	2285	0.174	398	364	0.0	0.2	1.907	A
3 - A259 (North)	263	66	229	2308	0.114	262	262	0.0	0.1	1.759	A
4 - Broad Piece	110	27	384	1626	0.068	110	107	0.0	0.1	2.374	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	142	36	292	2189	0.065	142	205	0.1	0.1	1.757	A
2 - A259 (South)	422	106	79	2297	0.184	422	355	0.2	0.2	1.920	A
3 - A259 (North)	254	64	222	2314	0.110	254	279	0.1	0.1	1.749	A
4 - Broad Piece	113	28	383	1626	0.070	113	93	0.1	0.1	2.379	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	207	52	260	2211	0.094	207	195	0.1	0.1	1.795	A
2 - A259 (South)	408	102	86	2291	0.178	408	380	0.2	0.2	1.914	A
3 - A259 (North)	235	59	220	2316	0.101	235	275	0.1	0.1	1.731	A
4 - Broad Piece	99	25	355	1642	0.060	99	99	0.1	0.1	2.335	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	151	38	285	2193	0.069	151	203	0.1	0.1	1.761	A
2 - A259 (South)	416	104	75	2299	0.181	416	361	0.2	0.2	1.910	A
3 - A259 (North)	248	62	221	2315	0.107	248	270	0.1	0.1	1.740	A
4 - Broad Piece	108	27	381	1627	0.066	108	87	0.1	0.1	2.368	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	198	50	275	2201	0.090	198	200	0.1	0.1	1.796	A
2 - A259 (South)	385	96	96	2283	0.169	386	377	0.2	0.2	1.899	A
3 - A259 (North)	243	61	227	2309	0.105	243	254	0.1	0.1	1.741	A
4 - Broad Piece	104	26	370	1633	0.064	104	100	0.1	0.1	2.356	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	123	31	254	2214	0.055	123	186	0.1	0.1	1.723	A
2 - A259 (South)	411	103	79	2297	0.179	411	298	0.2	0.2	1.908	A
3 - A259 (North)	243	61	221	2315	0.105	243	269	0.1	0.1	1.739	A
4 - Broad Piece	95	24	346	1647	0.058	95	118	0.1	0.1	2.320	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	111	28	253	2215	0.050	111	176	0.1	0.1	1.710	A
2 - A259 (South)	317	79	82	2294	0.138	317	282	0.2	0.2	1.819	A
3 - A259 (North)	234	58	172	2355	0.099	234	226	0.1	0.1	1.698	A
4 - Broad Piece	128	32	301	1673	0.077	128	106	0.1	0.1	2.330	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.53	2383	0.000	0.21	0.38	0.1	0.0	0.000	A
2 - A259 (South)	0	0	0.18	2358	0.000	0.64	0.56	0.2	0.0	0.000	A
3 - A259 (North)	0	0	0.35	2499	0.000	0.44	0.48	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.58	1842	0.000	0.33	0.20	0.1	0.0	0.000	A

2021, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	452	3 - A259 (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2021	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G1)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	133	9	19
		2 - A259 (South)	66	1	205	19
		3 - A259 (North)	21	245	0	27
		4 - Broad Piece	12	25	17	0

Demand (Veh/hr)

		To			
07:45 - 08:00	From	1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	159	12	16
	2 - A259 (South)	122	0	191	16
	3 - A259 (North)	25	260	0	29
	4 - Broad Piece	12	25	18	0

Demand (Veh/hr)

		To			
08:00 - 08:15	From	1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	1	124	12	17
	2 - A259 (South)	150	0	193	29
	3 - A259 (North)	27	224	0	22
	4 - Broad Piece	16	24	8	0

Demand (Veh/hr)

		To			
08:15 - 08:30	From	1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	144	9	17
	2 - A259 (South)	138	1	182	26
	3 - A259 (North)	23	195	0	27
	4 - Broad Piece	25	23	17	0

Demand (Veh/hr)

		To			
08:30 - 08:45	From	1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	130	14	24
	2 - A259 (South)	133	0	177	40
	3 - A259 (North)	23	184	0	19
	4 - Broad Piece	21	26	10	0

Demand (Veh/hr)

08:45 - 09:00		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	112	10	27
		2 - A259 (South)	136	0	158	26
		3 - A259 (North)	25	179	0	28
		4 - Broad Piece	18	24	24	0

Demand (Veh/hr)

09:00 - 09:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	102	13	25
		2 - A259 (South)	130	0	176	36
		3 - A259 (North)	18	158	0	50
		4 - Broad Piece	24	19	17	0

Demand (Veh/hr)

09:15 - 09:30		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	82	17	27
		2 - A259 (South)	79	1	162	27
		3 - A259 (North)	17	177	0	32
		4 - Broad Piece	23	36	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.80	0.1	A	157	314
2 - A259 (South)	0.16	1.84	0.2	A	328	655
3 - A259 (North)	0.13	1.75	0.2	A	255	509
4 - Broad Piece	0.05	2.31	0.0	A	60	121

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	161	40	288	2192	0.073	161	98	0.0	0.1	1.771	A
2 - A259 (South)	292	73	45	2323	0.126	291	403	0.0	0.1	1.771	A
3 - A259 (North)	293	73	106	2411	0.121	292	231	0.0	0.1	1.698	A
4 - Broad Piece	54	14	332	1655	0.033	54	66	0.0	0.0	2.248	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	188	47	303	2182	0.086	187	159	0.1	0.1	1.804	A
2 - A259 (South)	329	82	46	2322	0.142	329	444	0.1	0.2	1.805	A
3 - A259 (North)	314	78	154	2371	0.132	314	221	0.1	0.2	1.749	A
4 - Broad Piece	55	14	407	1613	0.034	55	61	0.0	0.0	2.310	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	154	39	256	2213	0.070	154	194	0.1	0.1	1.747	A
2 - A259 (South)	372	93	38	2329	0.160	372	372	0.2	0.2	1.839	A
3 - A259 (North)	273	68	197	2334	0.117	273	213	0.2	0.1	1.748	A
4 - Broad Piece	47	12	403	1615	0.029	47	68	0.0	0.0	2.295	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	170	43	236	2226	0.076	170	186	0.1	0.1	1.750	A
2 - A259 (South)	347	87	43	2324	0.149	347	363	0.2	0.2	1.820	A
3 - A259 (North)	245	61	182	2347	0.104	245	208	0.1	0.1	1.714	A
4 - Broad Piece	65	16	357	1641	0.039	65	70	0.0	0.0	2.283	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	168	42	220	2237	0.075	168	176	0.1	0.1	1.741	A
2 - A259 (South)	350	87	48	2321	0.151	350	340	0.2	0.2	1.825	A
3 - A259 (North)	226	57	196	2335	0.097	226	201	0.1	0.1	1.706	A
4 - Broad Piece	56	14	340	1650	0.034	56	83	0.0	0.0	2.259	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	149	37	226	2233	0.067	149	179	0.1	0.1	1.729	A
2 - A259 (South)	319	80	60	2311	0.138	319	314	0.2	0.2	1.806	A
3 - A259 (North)	232	58	189	2342	0.099	232	191	0.1	0.1	1.705	A
4 - Broad Piece	66	16	340	1650	0.040	66	81	0.0	0.0	2.271	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	140	35	195	2253	0.062	140	172	0.1	0.1	1.702	A
2 - A259 (South)	342	85	55	2315	0.148	342	280	0.2	0.2	1.823	A
3 - A259 (North)	226	57	191	2340	0.097	226	206	0.1	0.1	1.705	A
4 - Broad Piece	60	15	306	1669	0.036	60	111	0.0	0.0	2.238	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	126	32	234	2227	0.057	126	119	0.1	0.1	1.715	A
2 - A259 (South)	269	67	65	2308	0.117	269	296	0.2	0.1	1.768	A
3 - A259 (North)	227	57	134	2387	0.095	227	200	0.1	0.1	1.668	A
4 - Broad Piece	79	20	275	1687	0.047	79	86	0.0	0.0	2.237	A

2021, PM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	359	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2021	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G2)+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 - 16:45		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	115	26	32
		2 - A259 (South)	158	1	201	38
		3 - A259 (North)	8	217	0	38
		4 - Broad Piece	43	31	36	0

Demand (Veh/hr)

16:45 - 17:00		To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	From	1 - B2187 Bridge Road	0	110	13	32
		2 - A259 (South)	166	0	241	33
		3 - A259 (North)	9	230	0	29
		4 - Broad Piece	38	46	33	0

Demand (Veh/hr)

17:00 - 17:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	1	157	24	38
		2 - A259 (South)	149	0	235	42
		3 - A259 (North)	6	221	0	22
		4 - Broad Piece	46	33	24	0

Demand (Veh/hr)

17:15 - 17:30		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece	
	From	1 - B2187 Bridge Road	0	125	20	18
		2 - A259 (South)	173	0	221	40
		3 - A259 (North)	4	226	0	31
		4 - Broad Piece	34	41	37	0

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
17:35 - 17:45	From	1 - B2187 Bridge Road	1	143	32
		2 - A259 (South)	162	0	202
		3 - A259 (North)	11	219	0
		4 - Broad Piece	34	46	28
					0

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
17:45 - 18:00	From	1 - B2187 Bridge Road	0	91	10
		2 - A259 (South)	142	0	234
		3 - A259 (North)	14	212	0
		4 - Broad Piece	39	27	33
					0

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
18:00 - 18:15	From	1 - B2187 Bridge Road	0	84	15
		2 - A259 (South)	123	0	177
		3 - A259 (North)	8	191	1
		4 - Broad Piece	53	38	41
					0

Demand (Veh/hr)

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
18:15 - 18:30	From	1 - B2187 Bridge Road	0	0	0
		2 - A259 (South)	0	0	0
		3 - A259 (North)	0	0	0
		4 - Broad Piece	0	0	0
					0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.10	1.82	0.1	A	148	296
2 - A259 (South)	0.19	1.94	0.2	A	358	716
3 - A259 (North)	0.12	1.77	0.1	A	225	451
4 - Broad Piece	0.08	2.40	0.1	A	98	195

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	173	43	285	2194	0.079	173	208	0.0	0.1	1.780	A
2 - A259 (South)	398	100	93	2285	0.174	398	364	0.0	0.2	1.907	A
3 - A259 (North)	263	66	229	2308	0.114	262	262	0.0	0.1	1.759	A
4 - Broad Piece	110	27	384	1626	0.068	110	107	0.0	0.1	2.374	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
-----	-----------------------	-------------------------	---------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-----

1 - B2187 Bridge Road	155	39	310	2177	0.071	155	213	0.1	0.1	1.779	A
2 - A259 (South)	440	110	79	2297	0.192	440	386	0.2	0.2	1.938	A
3 - A259 (North)	268	67	232	2306	0.116	268	287	0.1	0.1	1.766	A
4 - Broad Piece	117	29	405	1614	0.073	117	95	0.1	0.1	2.405	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	220	55	278	2199	0.100	220	203	0.1	0.1	1.818	A
2 - A259 (South)	426	107	86	2291	0.186	426	411	0.2	0.2	1.930	A
3 - A259 (North)	249	62	230	2307	0.108	249	283	0.1	0.1	1.747	A
4 - Broad Piece	103	26	377	1629	0.063	103	101	0.1	0.1	2.360	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	164	41	303	2181	0.075	164	211	0.1	0.1	1.786	A
2 - A259 (South)	434	108	75	2299	0.189	434	392	0.2	0.2	1.929	A
3 - A259 (North)	262	65	231	2306	0.113	262	278	0.1	0.1	1.759	A
4 - Broad Piece	112	28	403	1615	0.069	112	89	0.1	0.1	2.394	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	211	53	293	2189	0.096	211	208	0.1	0.1	1.819	A
2 - A259 (South)	403	101	96	2283	0.177	404	408	0.2	0.2	1.914	A
3 - A259 (North)	257	64	237	2301	0.112	257	262	0.1	0.1	1.763	A
4 - Broad Piece	108	27	392	1621	0.067	108	102	0.1	0.1	2.381	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	136	34	272	2202	0.062	136	194	0.1	0.1	1.744	A
2 - A259 (South)	429	107	79	2297	0.187	429	329	0.2	0.2	1.927	A
3 - A259 (North)	257	64	231	2306	0.112	257	277	0.1	0.1	1.756	A
4 - Broad Piece	99	25	368	1635	0.060	99	120	0.1	0.1	2.345	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	124	31	271	2203	0.056	124	184	0.1	0.1	1.730	A
2 - A259 (South)	335	84	82	2294	0.146	335	313	0.2	0.2	1.839	A
3 - A259 (North)	248	62	182	2347	0.106	248	234	0.1	0.1	1.714	A
4 - Broad Piece	132	33	323	1660	0.080	132	108	0.1	0.1	2.355	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.57	2383	0.000	0.24	0.40	0.1	0.0	0.000	A
2 - A259 (South)	0	0	0.19	2358	0.000	0.68	0.63	0.2	0.0	0.000	A
3 - A259 (North)	0	0	0.37	2499	0.000	0.47	0.50	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.63	1842	0.000	0.34	0.21	0.1	0.0	0.000	A

2026, AM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	443	3 - A259 (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2026	AM Network Peak Hour - Base Flows	DIRECT	07:30	09:30	120	15	✓	Simple	D1*G3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)						
07:30 - 07:45	From	To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	142	9	21
		2 - A259 (South)	70	1	219	21
		3 - A259 (North)	22	261	0	29
		4 - Broad Piece	13	26	18	0

Demand (Veh/hr)						
07:45 - 08:00	From	To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	163	13	17
		2 - A259 (South)	115	0	186	13
		3 - A259 (North)	26	270	0	31
		4 - Broad Piece	13	24	20	0

Demand (Veh/hr)

08:00 - 08:15

		To			
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	1	125	13	18
	2 - A259 (South)	145	0	189	26
	3 - A259 (North)	29	232	0	23
	4 - Broad Piece	17	23	8	0

Demand (Veh/hr)

08:15 - 08:30

		To			
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	147	9	18
	2 - A259 (South)	132	1	177	23
	3 - A259 (North)	24	201	0	29
	4 - Broad Piece	26	22	18	0

Demand (Veh/hr)

08:30 - 08:45

		To			
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	132	15	25
	2 - A259 (South)	127	0	171	38
	3 - A259 (North)	24	190	0	21
	4 - Broad Piece	22	25	10	0

Demand (Veh/hr)

08:45 - 09:00

		To			
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	113	10	29
	2 - A259 (South)	130	0	151	23
	3 - A259 (North)	26	184	0	30
	4 - Broad Piece	20	23	25	0

Demand (Veh/hr)

		To			
09:00 - 09:15	From	1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	102	14	26
	2 - A259 (South)	123	0	170	35
	3 - A259 (North)	20	162	0	53
	4 - Broad Piece	25	18	18	0

Demand (Veh/hr)

		To			
09:15 - 09:30	From	1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	87	18	29
	2 - A259 (South)	84	1	173	29
	3 - A259 (North)	18	189	0	35
	4 - Broad Piece	24	38	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.82	0.1	A	162	325
2 - A259 (South)	0.15	1.83	0.2	A	322	643
3 - A259 (North)	0.14	1.75	0.2	A	266	532
4 - Broad Piece	0.05	2.32	0.1	A	63	125

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	171	43	307	2179	0.079	171	104	0.0	0.1	1.792	A
2 - A259 (South)	311	78	48	2321	0.134	310	429	0.0	0.2	1.790	A
3 - A259 (North)	312	78	113	2405	0.130	311	246	0.0	0.1	1.718	A
4 - Broad Piece	58	14	354	1643	0.035	57	70	0.0	0.0	2.270	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	193	48	314	2174	0.089	193	154	0.1	0.1	1.816	A
2 - A259 (South)	314	79	49	2320	0.135	314	458	0.2	0.2	1.794	A
3 - A259 (North)	328	82	145	2378	0.138	328	219	0.1	0.2	1.754	A
4 - Broad Piece	56	14	412	1610	0.035	56	61	0.0	0.0	2.316	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	158	39	264	2208	0.071	158	192	0.1	0.1	1.755	A
2 - A259 (South)	360	90	40	2327	0.155	360	381	0.2	0.2	1.829	A
3 - A259 (North)	284	71	191	2340	0.121	284	209	0.2	0.1	1.750	A
4 - Broad Piece	48	12	407	1612	0.030	48	68	0.0	0.0	2.303	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	175	44	243	2222	0.079	175	183	0.1	0.1	1.757	A
2 - A259 (South)	334	83	46	2322	0.144	334	372	0.2	0.2	1.812	A
3 - A259 (North)	254	64	175	2353	0.108	254	205	0.1	0.1	1.714	A

4 - Broad Piece	67	17	359	1640	0.041	67	70	0.0	0.0	2.288	A
-----------------	----	----	-----	------	-------	----	----	-----	-----	-------	---

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	173	43	226	2233	0.077	173	173	0.1	0.1	1.746	A
2 - A259 (South)	336	84	51	2319	0.145	336	347	0.2	0.2	1.814	A
3 - A259 (North)	235	59	190	2341	0.100	235	197	0.1	0.1	1.708	A
4 - Broad Piece	58	14	341	1650	0.035	58	84	0.0	0.0	2.260	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	152	38	232	2229	0.068	152	176	0.1	0.1	1.735	A
2 - A259 (South)	304	76	64	2308	0.132	304	320	0.2	0.2	1.798	A
3 - A259 (North)	240	60	182	2347	0.102	240	186	0.1	0.1	1.707	A
4 - Broad Piece	68	17	341	1650	0.041	68	82	0.0	0.0	2.274	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	143	36	199	2251	0.063	143	168	0.1	0.1	1.706	A
2 - A259 (South)	328	82	59	2312	0.142	328	283	0.2	0.2	1.813	A
3 - A259 (North)	235	59	184	2346	0.100	235	202	0.1	0.1	1.704	A
4 - Broad Piece	62	16	305	1670	0.037	62	114	0.0	0.0	2.238	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	135	34	250	2217	0.061	135	127	0.1	0.1	1.727	A
2 - A259 (South)	286	72	69	2304	0.124	287	315	0.2	0.1	1.783	A
3 - A259 (North)	242	60	143	2380	0.102	242	213	0.1	0.1	1.682	A
4 - Broad Piece	84	21	292	1677	0.050	84	92	0.0	0.1	2.259	A

2026, PM Network Peak Hour - Base Flows

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.94	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	347	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2026	PM Network Peak Hour - Base Flows	DIRECT	16:30	18:30	120	15	✓	Simple	D2*G4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000

3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 - 16:45	From	To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	123	27	34
		2 - A259 (South)	168	1	214	40
		3 - A259 (North)	8	231	0	40
		4 - Broad Piece	46	33	38	0

Demand (Veh/hr)

16:45 - 17:00	From	To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	103	14	34
		2 - A259 (South)	168	0	247	33
		3 - A259 (North)	9	230	0	31
		4 - Broad Piece	40	45	36	0

Demand (Veh/hr)

17:00 - 17:15	From	To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	1	154	25	40
		2 - A259 (South)	150	0	242	42
		3 - A259 (North)	7	220	0	23
		4 - Broad Piece	49	31	25	0

Demand (Veh/hr)

17:15 - 17:30	From	To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	119	22	19
		2 - A259 (South)	175	0	227	40
		3 - A259 (North)	5	226	0	33
		4 - Broad Piece	37	39	39	0

Demand (Veh/hr)

17:30 - 17:45

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	1	139	34	37
	2 - A259 (South)	164	0	206	40
	3 - A259 (North)	11	218	0	30
	4 - Broad Piece	37	45	30	0

Demand (Veh/hr)

17:45 - 18:00

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	82	10	38
	2 - A259 (South)	142	0	241	55
	3 - A259 (North)	15	211	0	33
	4 - Broad Piece	41	24	36	0

Demand (Veh/hr)

18:00 - 18:15

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	76	16	26
	2 - A259 (South)	123	0	180	34
	3 - A259 (North)	8	188	1	52
	4 - Broad Piece	56	37	44	0

Demand (Veh/hr)

18:15 - 18:30

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.10	1.82	0.1	A	147	294
2 - A259 (South)	0.20	1.95	0.2	A	367	734
3 - A259 (North)	0.12	1.78	0.1	A	229	457
4 - Broad Piece	0.08	2.41	0.1	A	101	201

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	184	46	303	2182	0.085	184	222	0.0	0.1	1.801	A
2 - A259 (South)	424	106	99	2280	0.186	423	388	0.0	0.2	1.937	A
3 - A259 (North)	280	70	244	2296	0.122	279	279	0.0	0.1	1.784	A
4 - Broad Piece	117	29	408	1612	0.073	117	114	0.0	0.1	2.407	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
-----	-----------------------	-------------------------	---------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-----

1 - B2187 Bridge Road	151	38	310	2177	0.069	151	218	0.1	0.1	1.776	A
2 - A259 (South)	449	112	84	2293	0.196	449	378	0.2	0.2	1.952	A
3 - A259 (North)	270	68	236	2302	0.117	270	297	0.1	0.1	1.773	A
4 - Broad Piece	120	30	408	1612	0.075	120	99	0.1	0.1	2.412	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	220	55	276	2199	0.100	220	207	0.1	0.1	1.817	A
2 - A259 (South)	434	109	92	2286	0.190	434	404	0.2	0.2	1.944	A
3 - A259 (North)	250	62	234	2304	0.108	250	292	0.1	0.1	1.754	A
4 - Broad Piece	105	26	378	1629	0.065	105	105	0.1	0.1	2.364	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	160	40	304	2181	0.074	161	217	0.1	0.1	1.780	A
2 - A259 (South)	442	111	80	2295	0.193	442	384	0.2	0.2	1.942	A
3 - A259 (North)	264	66	235	2303	0.114	264	288	0.1	0.1	1.764	A
4 - Broad Piece	115	29	406	1613	0.071	115	93	0.1	0.1	2.401	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	211	53	292	2189	0.096	211	213	0.1	0.1	1.819	A
2 - A259 (South)	410	103	102	2278	0.180	410	401	0.2	0.2	1.928	A
3 - A259 (North)	259	65	242	2297	0.113	259	270	0.1	0.1	1.765	A
4 - Broad Piece	111	28	394	1620	0.069	111	107	0.1	0.1	2.385	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	131	33	270	2203	0.059	131	198	0.1	0.1	1.739	A
2 - A259 (South)	438	109	84	2293	0.191	438	318	0.2	0.2	1.940	A
3 - A259 (North)	259	65	235	2303	0.112	259	286	0.1	0.1	1.763	A
4 - Broad Piece	101	25	368	1635	0.062	101	126	0.1	0.1	2.348	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	118	30	269	2204	0.054	118	187	0.1	0.1	1.727	A
2 - A259 (South)	337	84	87	2290	0.147	337	300	0.2	0.2	1.842	A
3 - A259 (North)	249	62	183	2346	0.106	249	241	0.1	0.1	1.718	A
4 - Broad Piece	136	34	320	1662	0.082	136	112	0.1	0.1	2.359	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.57	2383	0.000	0.23	0.41	0.1	0.0	0.000	A
2 - A259 (South)	0	0	0.20	2358	0.000	0.69	0.60	0.2	0.0	0.000	A
3 - A259 (North)	0	0	0.37	2499	0.000	0.48	0.52	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.63	1842	0.000	0.36	0.22	0.1	0.0	0.000	A

2026, AM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	420	3 - A259 (North)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2026	AM Network Peak Hour - Base Flows + DevT	DIRECT	07:30	09:30	120	15	✓	Simple	(D1*G3)+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000
3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)						
07:30 - 07:45	From	To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	142	9	21
		2 - A259 (South)	70	1	219	21
		3 - A259 (North)	22	261	0	29
		4 - Broad Piece	13	26	18	0

Demand (Veh/hr)						
07:45 - 08:00	From	To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	169	13	17
		2 - A259 (South)	129	0	202	17
		3 - A259 (North)	26	276	0	31
		4 - Broad Piece	13	26	20	0

Demand (Veh/hr)

		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece	
08:00 - 08:15	From	1 - B2187 Bridge Road	1	131	13	18
		2 - A259 (South)	159	0	205	30
		3 - A259 (North)	29	238	0	23
		4 - Broad Piece	17	25	8	0

Demand (Veh/hr)

		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece	
08:15 - 08:30	From	1 - B2187 Bridge Road	0	153	9	18
		2 - A259 (South)	146	1	193	27
		3 - A259 (North)	24	207	0	29
		4 - Broad Piece	26	24	18	0

Demand (Veh/hr)

		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece	
08:30 - 08:45	From	1 - B2187 Bridge Road	0	138	15	25
		2 - A259 (South)	141	0	187	42
		3 - A259 (North)	24	196	0	21
		4 - Broad Piece	22	27	10	0

Demand (Veh/hr)

08:45 - 09:00	From	To				
			1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	119	10	29
		2 - A259 (South)	144	0	167	27
		3 - A259 (North)	26	190	0	30
		4 - Broad Piece	20	25	25	0

Demand (Veh/hr)

09:00 - 09:15		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	108	14	26
		2 - A259 (South)	137	0	186	39
		3 - A259 (North)	20	168	0	53
		4 - Broad Piece	25	20	18	0

Demand (Veh/hr)

09:15 - 09:30		To				
	From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
		1 - B2187 Bridge Road	0	87	18	29
		2 - A259 (South)	84	1	173	29
		3 - A259 (North)	18	189	0	35
		4 - Broad Piece	24	38	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.09	1.83	0.1	A	167	334
2 - A259 (South)	0.17	1.86	0.2	A	347	694
3 - A259 (North)	0.14	1.77	0.2	A	271	541
4 - Broad Piece	0.05	2.34	0.1	A	64	128

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	171	43	307	2179	0.079	171	104	0.0	0.1	1.792	A
2 - A259 (South)	311	78	48	2321	0.134	310	429	0.0	0.2	1.790	A
3 - A259 (North)	312	78	113	2405	0.130	311	246	0.0	0.1	1.718	A
4 - Broad Piece	58	14	354	1643	0.035	57	70	0.0	0.0	2.270	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	199	50	322	2169	0.092	199	168	0.1	0.1	1.826	A
2 - A259 (South)	348	87	49	2320	0.150	348	472	0.2	0.2	1.825	A
3 - A259 (North)	334	83	163	2363	0.141	334	235	0.1	0.2	1.773	A
4 - Broad Piece	58	15	432	1599	0.037	58	65	0.0	0.0	2.336	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	164	41	272	2203	0.074	164	206	0.1	0.1	1.767	A
2 - A259 (South)	394	99	40	2327	0.169	394	395	0.2	0.2	1.861	A
3 - A259 (North)	290	73	209	2325	0.125	290	225	0.2	0.1	1.768	A
4 - Broad Piece	50	13	427	1601	0.031	50	72	0.0	0.0	2.322	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	181	45	251	2216	0.082	181	197	0.1	0.1	1.767	A
2 - A259 (South)	368	92	46	2322	0.158	368	386	0.2	0.2	1.840	A
3 - A259 (North)	260	65	193	2338	0.111	260	221	0.1	0.1	1.734	A

4 - Broad Piece	69	17	379	1628	0.042	69	74	0.0	0.0	2.307	A
-----------------	----	----	-----	------	-------	----	----	-----	-----	-------	---

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	179	45	234	2228	0.080	179	187	0.1	0.1	1.758	A
2 - A259 (South)	370	92	51	2319	0.160	370	361	0.2	0.2	1.846	A
3 - A259 (North)	241	60	208	2326	0.104	241	213	0.1	0.1	1.728	A
4 - Broad Piece	60	15	361	1639	0.036	60	88	0.0	0.0	2.281	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	158	39	240	2223	0.071	158	190	0.1	0.1	1.744	A
2 - A259 (South)	338	84	64	2308	0.146	338	334	0.2	0.2	1.829	A
3 - A259 (North)	246	62	200	2332	0.106	246	202	0.1	0.1	1.725	A
4 - Broad Piece	70	17	361	1639	0.043	70	86	0.0	0.0	2.294	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	149	37	207	2245	0.066	149	182	0.1	0.1	1.716	A
2 - A259 (South)	362	90	59	2312	0.157	362	297	0.2	0.2	1.844	A
3 - A259 (North)	241	60	202	2330	0.103	241	218	0.1	0.1	1.721	A
4 - Broad Piece	64	16	325	1659	0.039	64	118	0.0	0.0	2.257	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	135	34	250	2217	0.061	135	127	0.1	0.1	1.727	A
2 - A259 (South)	286	72	69	2304	0.124	287	315	0.2	0.1	1.783	A
3 - A259 (North)	242	60	143	2380	0.102	242	213	0.1	0.1	1.682	A
4 - Broad Piece	84	21	292	1677	0.050	84	92	0.0	0.1	2.259	A

2026, PM Network Peak Hour - Base Flows + DevT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2187 Bridge Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A259/B2187 Rbt	Standard Roundabout	1,2,3,4	1.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	333	2 - A259 (South)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2026	PM Network Peak Hour - Base Flows + DevT	DIRECT	16:30	18:30	120	15	✓	Simple	(D2*G4)+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B2187 Bridge Road		DIRECT	✓	100.000
2 - A259 (South)		DIRECT	✓	100.000

3 - A259 (North)		DIRECT	✓	100.000
4 - Broad Piece		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 - 16:45		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece	
	From	1 - B2187 Bridge Road	0	123	27	34
		2 - A259 (South)	168	1	214	40
		3 - A259 (North)	8	231	0	40
		4 - Broad Piece	46	33	38	0

Demand (Veh/hr)

		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece	
16:45 - 17:00	From	1 - B2187 Bridge Road	0	116	14	34
		2 - A259 (South)	176	0	255	35
		3 - A259 (North)	9	244	0	31
		4 - Broad Piece	40	49	36	0

Demand (Veh/hr)

17:00 - 17:15		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece	
	From	1 - B2187 Bridge Road	1	167	25	40
		2 - A259 (South)	158	0	250	44
		3 - A259 (North)	7	234	0	23
		4 - Broad Piece	49	35	25	0

Demand (Veh/hr)

		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece	
17:15 - 17:30	From	1 - B2187 Bridge Road	0	132	22	19
		2 - A259 (South)	183	0	235	42
		3 - A259 (North)	5	240	0	33
		4 - Broad Piece	37	43	39	0

Demand (Veh/hr)

17:30 - 17:45

		To			
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	1	152	34	37
	2 - A259 (South)	172	0	214	42
	3 - A259 (North)	11	232	0	30
	4 - Broad Piece	37	49	30	0

Demand (Veh/hr)

17:45 - 18:00

		To			
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	95	10	38
	2 - A259 (South)	150	0	249	57
	3 - A259 (North)	15	225	0	33
	4 - Broad Piece	41	28	36	0

Demand (Veh/hr)

18:00 - 18:15

		To			
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	89	16	26
	2 - A259 (South)	131	0	188	36
	3 - A259 (North)	8	202	1	52
	4 - Broad Piece	56	41	44	0

Demand (Veh/hr)

18:15 - 18:30

		To			
From		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2187 Bridge Road	2 - A259 (South)	3 - A259 (North)	4 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0
	2 - A259 (South)	0	0	0	0
	3 - A259 (North)	0	0	0	0
	4 - Broad Piece	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2187 Bridge Road	0.11	1.84	0.1	A	157	313
2 - A259 (South)	0.20	1.97	0.3	A	380	761
3 - A259 (North)	0.12	1.79	0.1	A	239	478
4 - Broad Piece	0.09	2.44	0.1	A	104	207

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	184	46	303	2182	0.085	184	222	0.0	0.1	1.801	A
2 - A259 (South)	424	106	99	2280	0.186	423	388	0.0	0.2	1.937	A
3 - A259 (North)	280	70	244	2296	0.122	279	279	0.0	0.1	1.784	A
4 - Broad Piece	117	29	408	1612	0.073	117	114	0.0	0.1	2.407	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
-----	-----------------------	-------------------------	---------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-----

1 - B2187 Bridge Road	164	41	328	2165	0.076	164	226	0.1	0.1	1.801	A
2 - A259 (South)	467	117	84	2293	0.204	467	409	0.2	0.3	1.971	A
3 - A259 (North)	284	71	246	2294	0.124	284	305	0.1	0.1	1.790	A
4 - Broad Piece	124	31	430	1600	0.078	124	101	0.1	0.1	2.439	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	233	58	294	2187	0.107	233	215	0.1	0.1	1.840	A
2 - A259 (South)	452	113	92	2286	0.198	452	435	0.3	0.2	1.962	A
3 - A259 (North)	264	66	244	2296	0.115	264	300	0.1	0.1	1.773	A
4 - Broad Piece	109	27	400	1616	0.068	109	107	0.1	0.1	2.390	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	173	43	322	2169	0.080	174	225	0.1	0.1	1.805	A
2 - A259 (South)	460	115	80	2295	0.201	460	415	0.2	0.3	1.961	A
3 - A259 (North)	278	69	245	2295	0.121	278	296	0.1	0.1	1.783	A
4 - Broad Piece	119	30	428	1601	0.074	119	95	0.1	0.1	2.428	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	224	56	310	2177	0.103	224	221	0.1	0.1	1.842	A
2 - A259 (South)	428	107	102	2278	0.188	428	432	0.3	0.2	1.945	A
3 - A259 (North)	273	68	252	2289	0.119	273	278	0.1	0.1	1.787	A
4 - Broad Piece	115	29	416	1607	0.072	115	109	0.1	0.1	2.413	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	144	36	288	2191	0.066	144	206	0.1	0.1	1.760	A
2 - A259 (South)	456	114	84	2293	0.199	456	349	0.2	0.2	1.959	A
3 - A259 (North)	273	68	245	2295	0.119	273	294	0.1	0.1	1.782	A
4 - Broad Piece	105	26	390	1622	0.065	105	128	0.1	0.1	2.373	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	131	33	287	2192	0.060	131	195	0.1	0.1	1.745	A
2 - A259 (South)	355	89	87	2290	0.155	355	331	0.2	0.2	1.862	A
3 - A259 (North)	263	66	193	2338	0.112	263	249	0.1	0.1	1.734	A
4 - Broad Piece	140	35	342	1649	0.085	140	114	0.1	0.1	2.385	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B2187 Bridge Road	0	0	0.61	2383	0.000	0.25	0.43	0.1	0.0	0.000	A
2 - A259 (South)	0	0	0.20	2358	0.000	0.74	0.67	0.2	0.0	0.000	A
3 - A259 (North)	0	0	0.40	2499	0.000	0.51	0.54	0.1	0.0	0.000	A
4 - Broad Piece	0	0	0.68	1842	0.000	0.37	0.23	0.1	0.0	0.000	A

APPENDIX H

Road Traffic Collision Data Location Plan

Bridge Road – Roundabout – Odyssey

Collision report 01/07/2014 – 30/06/2019

Date produced
14 August 2019

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

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

Safer Roads
Safer Communities
Sharing the Responsibility

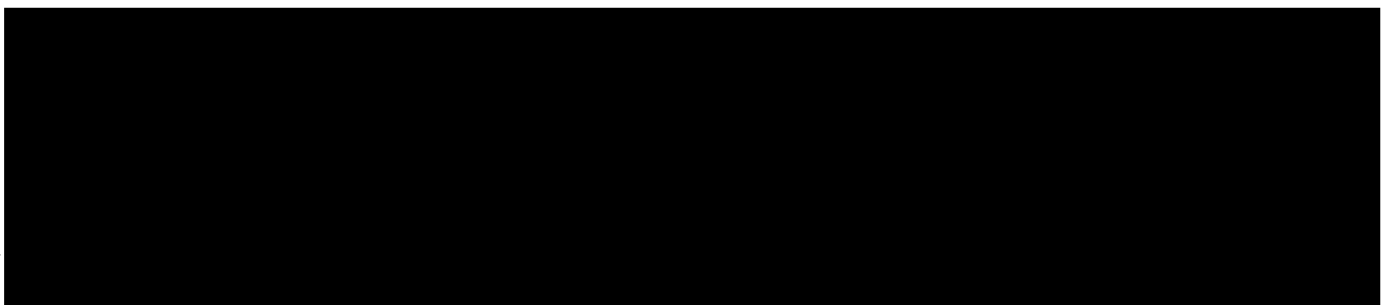
Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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

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

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

For further information:



Colour-coding by SEVERITY
Total Accidents (15)

- ▲ Fatal (0)
- Serious (3)
- Slight (12)



Her Majesty's Office (c) Crown Copyright

Sussex Safer Roads
PARTNERSHIP

Bridge Road Roundabout (500m radius)
Collision Dates 01/07/2014 -30/06/2019
Odyssey

SCALE	1 : 5500
DATE	14/08/2019
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2019 (60) months

Selection: Notes:

Selected using Manual Selection

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

1404706 Thursday U ARNDALE ROAD Veh 1 Goods < 3.5t Turning left W to N
14/08/2014 LITTLEHAMPTON. AT JUNCTION OF Veh 2 Car Going ahead N to S FSP M 8 Slight
R1: U 1429hrs U PRIVATE DRIVE TO BUSINESS.
R2: U Daylight:street lights present
E 501,873 Dry
N 102,829 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
V2 HEADING SOUTH ON ARNDALE ROAD. V1 EXITING PRIVATE DRIVE OF BUSINESS PREMISES ON EAST SIDE OF ROAD. V1 PULLED OUT IN FRONT OF V2 CAUSING IMPACT.

1500921 Saturday U BROAD PIECE LITTLEHAMPTON Veh 1 Car Going ahead E to W
14/02/2015 AT JUNCTION OF B2187 BRIDGE Veh 2 M/C > 500 cc Wait go ahead held E to W Dri F 50 Slight
R1: U 1015hrs ROAD
R2: B 2187 Daylight:street lights present
E 501,668 Wet/Damp
N 102,615 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 1 Possible
2nd: Junction overshoot Vehicle 1 Possible
3rd: Travelling too fast for conditions Vehicle 1 Possible
4th: Aggressive driving Vehicle 1 Possible
VEH 2 STOPPED AT ROUNDABOUT AND VEHICLE 1 WHICH WAS BEHIND WENT INTO THE BACK OF V2 AND KNOCKED THE RIDER OFF V2 BOTH VEHICLES STOPPED AND DETAILS EXCHANGED.

1503108 Thursday B2147 BRIDGE ROAD Veh 1 Car Going ahead E to W
04/06/2015 LITTLEHAMPTON AT JUNCTION OF Veh 2 Pedal cycle Going ahead N to W Dri M 49 Slight
R1: B 2147 1849hrs A259 BROAD PIECE
R2: A 259 Daylight:street lights present
E 501,678 Dry
N 102,589 Fine without high winds
60 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
2nd: Careless/Reckless/In a hurry Vehicle 1 Very Likely
V2 (CYCLE) HEADING ALONG A259 HEADING WEST TOWARDS BOGNOR REGIS AND ALREADY ON R/A APPROACHING BRIDGE ROAD EXIT WHEN V1 PULLED OUT COLLIDING WITH REAR WHEEL OF CYCLE. RIDER DISMOUNTED AND SUSTAINED MINOR BUMPS AND BRUISING.

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2019 (60) months

Selection: Notes:

Selected using Manual Selection

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

1506929 Tuesday B2187 BRIDGE ROAD
24/11/2015 LITTLEHAMPTON AT JUNCTION OF
R1: B 2187 0622hrs U RIVERSIDE INDUSTRIAL ESTATE
R2: U Darkness: street lights present a
E 501,929 Wet/Damp
N 102,528 Raining without high winds
60 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Very Likely
VEHICLE 1 EMERGING FROM INDUSTRIAL ESTATE ENTRANCE ONTO BRIDGE ROAD. FAILED TO SEE VEHICLE 2 APPROACHING FROM SOUTH AND PULLED ACROSS PATH. VEHICLE 2 IMPACTED REAR OFFSIDE OF VEHICLE 1.

1506219 Friday B2187 BRIDGE ROAD
23/10/2015 LITTLEHAMPTON 210M EAST OF U
R1: B 2187 2157hrs BROAD PIECE OUTSIDE RIVERSIDE
Darkness: street lights present a
E 501,918 Dry
N 102,545 Fine without high winds
60 mph

Causation Factor: **Participant:** **Confidence:**
1st: Exceeding speed limit Vehicle 1 Possible
2nd: Loss of control Vehicle 1 Very Likely
VI CAR TRAVELLING WEST AT EXCESSIVE SPEED IN A 30 LIMIT TRAVELLING INTO NATIONAL LIMIT LOSES CONTROL AND LEAVE ROAD OFFSIDE COLLIDES WITH LAMP POST THEN FENCE AND ROLLS V2 NO CONTACT BRAKES HARD

1603685 Monday A259 LITTLEHAMPTON AT
20/06/2016 JUNCTION OF B2187 BRIDGE ROAD
R1: A 259 1810hrs
R2: B 2187 Daylight:street lights present
E 501,639 Dry
N 102,574 Fine without high winds
40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Careless/Reckless/In a hurry Vehicle 1 Possible
VEHICLE ONE WENT ACROSS JUNCTION AT ROUNDABOUT HITTING VEHICLE TWO

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2019 (60) months

Selection: Notes:

Selected using Manual Selection

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

1604405 Friday U CLUN ROAD LITTLEHAMPTON AT Veh 1 Car Going ahead NW^{to} SE Ped M 10 Slight
 22/07/2016 JUNCTION OF U EGAN WAY
 R1: U 1430hrs OUTSIDE OPPOSITE WICKBOURNE
 R2: U Daylight:street lights present
 E 502,023 Dry
 N 102,913 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Passing too close to cyclist, horse rider or pedestrian Vehicle 1 Very Likely
 10YR OLD WALKING HIS PEDAL CYCLE ACROSS ROAD, V1 COMES FROM HIS LEFT AND CLIPS CYCLE AND CHILD THEN FAILS TO STOP

1606428 Wednesday A259 LITTLEHAMPTON 189M SOUTH Veh 1 Car Going ahead S to NE
 26/10/2016 OF U ELDON WAY Veh 2 Car Going ahead S to NE Dri M 46 Slight
 R1: A 259 1510hrs
 Daylight:street lights present
 E 501,603 Dry
 N 103,073 Fine without high winds
 60 mph

DRIVER V1 OVERTAKING V2. DUE TO TRAFFIC COMING TOWARDS THEM, DRIVER V1 HAS CUT IN TOO EARLY AND COLLIDED WITH OFFSIDE V2. THIS ACTION HAS CAUSED DAMAGE TO ALL OFFSIDE PANELS, MIRROR AND TYRE ON V2. FEMALE DRIVER V1 DROVE OFF WITHOUT STOPPING

1700677 Thursday A259 LITTLEHAMPTON AT Veh 1 Car Going ahead S to N Dri M 20 Slight
 02/02/2017 JUNCTION 1M SOUTH OF B2187 Veh 1 Car Going ahead S to N FSP F 21 Slight
 R1: A 259 0125hrs
 R2: B 2187 Darkness: street lights present a
 E 501,642 Wet/Damp
 N 102,574 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Exceeding speed limit Vehicle 1 Very Likely
 2nd: Loss of control Vehicle 1 Possible
 VEH1 ONE HAS APPROACHED BROADPIECE ROUNDABOUT FROM A259 AT SPEED AND HAS LOST CONTROL ON ROUNDABOUT AND IMPACTED WITH CHEVRON SIGNAGE IN CENTRE OF ROUNDABOUT AND CONTINUED TO TRAVEL TO THE OTHER SIDE OF THE ROUNDABOUT BETWEEN THE TESCO BROADPIECE ENTRANC
 E AND THE B2187. BOTH AIRBAGS DEPLOYED MINOR FACIAL INJURY TO PASSENGER AND WHIPLASH INJURIES TO DRIVER.

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2019 (60) months

Selection: Notes:

Selected using Manual Selection

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

1702036 Tuesday B2187 BRIDGE ROAD
11/04/2017 LITTLEHAMPTON AT JUNCTION OF
R1: B 2187 U RIVERSIDE IND ESTATE OUTSIDE
2112hrs
R2: U Darkness: street lights present a
E 501,923 Dry
N 102,530 Fine without high winds
60 mph

Veh 1 Car Turning right SW to SE
Veh 2 M/C > 500 cc Going ahead SE to NW Dri M 25 Slight

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
V2 MOTORCYCLE HEADING N/E TOWARDS JUNCTION N/S V1 CAR PULLS OUT OF JUNCTION TURNING RIGHT INTO PATH OF V2 V2 IMPACTS WITH FRONT N/S OF V1 HAVING ATTEMPTED TO AVOID IMPACT BY STEERING TO OFFSIDE HOWEVER IMPACT CAUSES RIDER TO BE THROWN FROM MOTORCYCLE T O RESTING POSITION ON PAVEMENT BIKE DOES NOT LEAVE THE ROADWAY

1803360 Tuesday U CLUN ROAD LITTLEHAMPTON AT
19/06/2018 JUNCTION OF U OSBORN CLOSE
R1: U 1802hrs
R2: U Daylight:street lights present
E 502,059 Dry
N 102,856 Fine without high winds
30 mph

Veh 1 Car Turning right NW to SW Dri F 43 Slight
Veh 2 Car Going ahead SE to NW Dri F 30 Slight
Veh 3 Bus/coach Going ahead NW to SE

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 1 Very Likely
2nd: Following too close Vehicle 1 Very Likely
3rd: Poor turn or manoeuvre Vehicle 1 Very Likely
4th: Failed to look properly Vehicle 1 Very Likely
5th: Vehicle blind spot Vehicle 1 Very Likely
6th: Vehicle blind spot Vehicle 2 Very Likely
V1 MAIN CARRIAGEWAY HEADING SOUTH-EAST FOLLOWING BEHIND BUS UP CLUN RD. V2 TRAVELLING IN OPPOSITE DIRECTION V1 HAS TURNED INTO OSBORN CL FROM BEHIND THE BUS, AND COLLIDED WITH V2 COMING IN THE OPPOSITE DIRECTION. V2 HAD NO TIME TO REACT. ALL THE MARKS A ND DEBRIS ARE ON V1 OPPOSING CARRIAGEWAY, THEREFORE V1 IS CLASSED AS BLAME-WORTHY.

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2019 (60) months

Selection: Notes:

Selected using Manual Selection

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

1804464 Friday A259 LITTLEHAMPTON AT JUNCTION OF B2187 BRIDGE ROAD
R1: A 259 10/08/2018 OUTSIDE NEAR TESCO
R2: B 2187 1205hrs Daylight:street lights present
E 501,607 Wet/Damp
N 102,632 Raining with high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Slippery road (due to weather)

Vehicle 1

Very Likely

D1 WAS DRIVING OVER THE BROAD PIECE ROUNDABOUT ALONG THE A259 ON LEAVING THE ROUNDABOUT HE LOST CONTROL ON THE WET ROAD OVERCOMPENSATED ON THE STEERING AND SKIDDED ACROSS THE CARRIAGEWAY HITTING THE BARRIER CAUSING DAMAGE AND KNOCKING DOWN A LAMPOST CAUSING V1 TO LEAVING THE CARRIAGEWAY.

1804471 Wednesday A259 LITTLEHAMPTON 280M SOUTH OF B2187 BRIDGE ROAD
R1: A 259 08/08/2018 1541hrs Daylight:street lights present
E 501,567 Dry
N 102,351 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Animal or object in carriageway

Vehicle 1

Very Likely

V1 TRAVELLING NORTHEAST ON ROAD. FOX RAN ACROSS THE PATH OF THE RIDER CAUSING HIM TO LOSE CONTROL AND FALL OFF

1805718 Friday A259 LITTLEHAMPTON 265M SOUTH OF B2187 BRIDGE ROAD
R1: A 259 12/10/2018 1630hrs Daylight:street lights present
E 501,564 Dry
N 102,350 Fine without high winds
40 mph

CYCLIST TRAVELLING TOWARDS BOGNOR IN WESTBOUND CARRIAGEWAY HAS WANTED TO GET ACROSS THE ROAD TO THE NEW CYCLE PATH THAT RUNS EAST TO WEST. PEDAL CYCLIST HAS CROSSED THE ROAD ACROSS THE PATH OF V1 CAUSING A COLLISION TO OCCUR.

Details of Personal Injury Accidents for Period - 01/07/2014 to 30/06/2019 (60) months

Selection: Notes:
Selected using Manual Selection

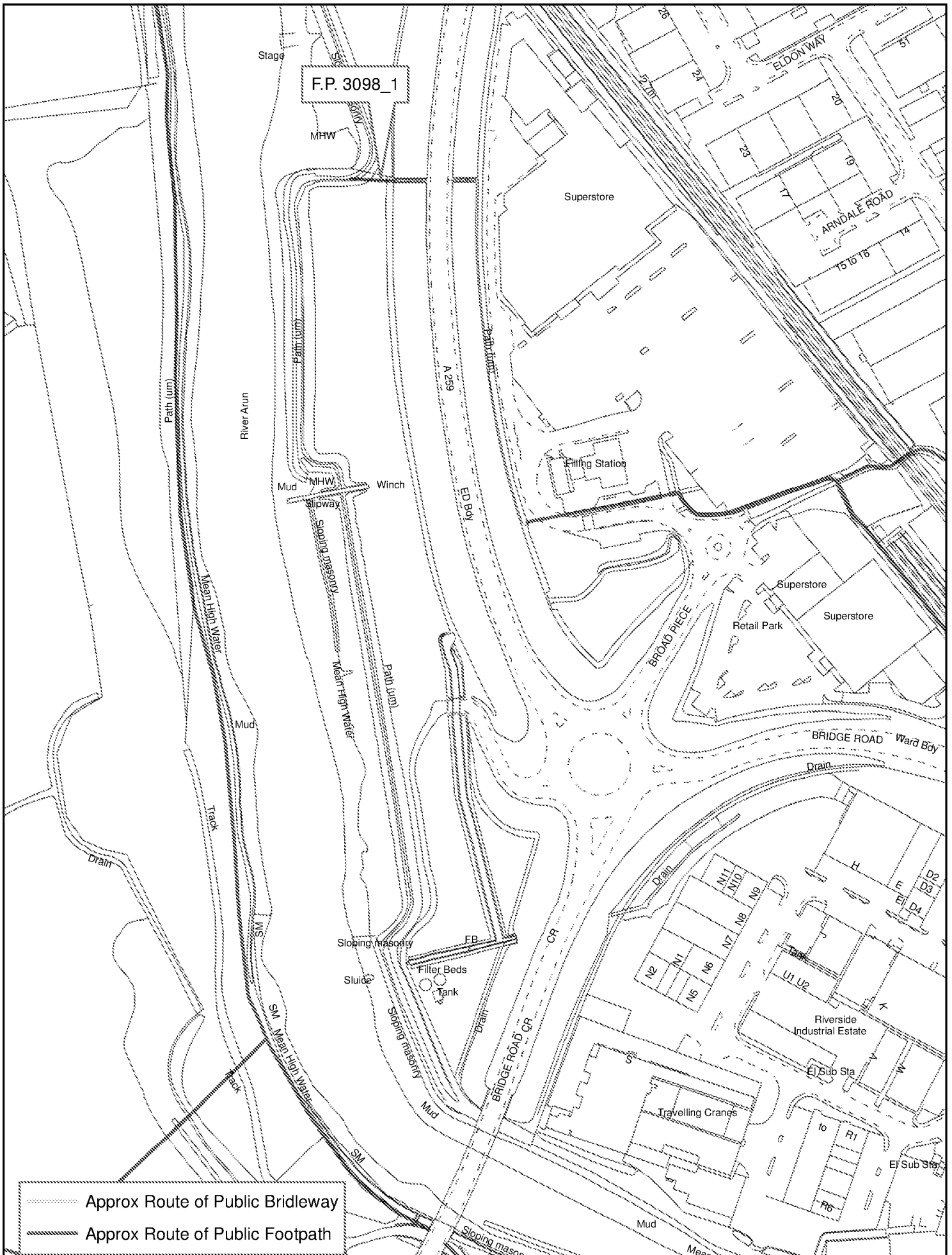
Police Ref.	Day	Location Description	Vehicles							Casualties		
			Veh No	Type	Manv	Dit	Class			Sex	Age	Sev
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1901865 Tuesday A259 LITTLEHAMPTON AT Junction of A259 Outside
09/04/2019 1018hrs NORTHERN SIDE OF R/A
R1: A 259 Daylight: street lights present
R2: A 259 Wet/Damp
E 501,625 Raining without high winds
N 102,625 60 mph

Causation Factor: Participant: Confidence:
1st: Inexperienced or learner driver/rider Vehicle 1 Very Likely
V1 MOTORCYCLE S/B ON A259 TOWARDS ROUNDABOUT. V1 LOSES GRIP ON VERY SLIGHT LEFT HAND BEND TOWARDS JUNCTION AND BIKE SLIPS OUT FROM UNDER RIDER CAUSING NEARSIDE OF THE BIKE TO IMPACT WITH THE ROAD SURFACE. THE BIKE THEN SLIDES WITH RIDER SOUTH DOWN CE NTR E HATCHINGS AND IMPACTS WITH CENTRE ISLAND KERB.

APPENDIX I

Plan of PRow and Footpaths



land at Bridge Road Roundabout, Littlehampton

Local Development

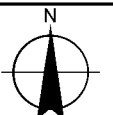
for Customers and Communities

Reproduced from or based upon 2019 Ordnance Survey mapping with permission of the Controller of HMSO © Crown Copyright reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings
West Sussex County Council Licence No. 100023447

Date: 16/07/2019

Scale: 1:2,500

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.



APPENDIX J

Bus Service Timetables & Network Maps



www.traveline.info

0871 200 22 33

traveline
public transport info

BT callers charged 10p per minute
plus 6p set-up fee per call
mobile and other providers' charges vary
open daily 0700-2200

SURREY

KENT

HAMPSHIRE

EAST SUSSEX



Route 99 Demand Responsive Bus
operates in this area.
For further details call 01903 264776

Chichester
51 52 53 54 55
56 57 58 59 60 61
62 63 64 65 66
67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99

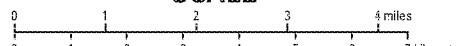
Horsham
17 23 35 52 63 63A
64 74 74A 74B 75 76
77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99

Burgess Hill
183 187
188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999

KEY

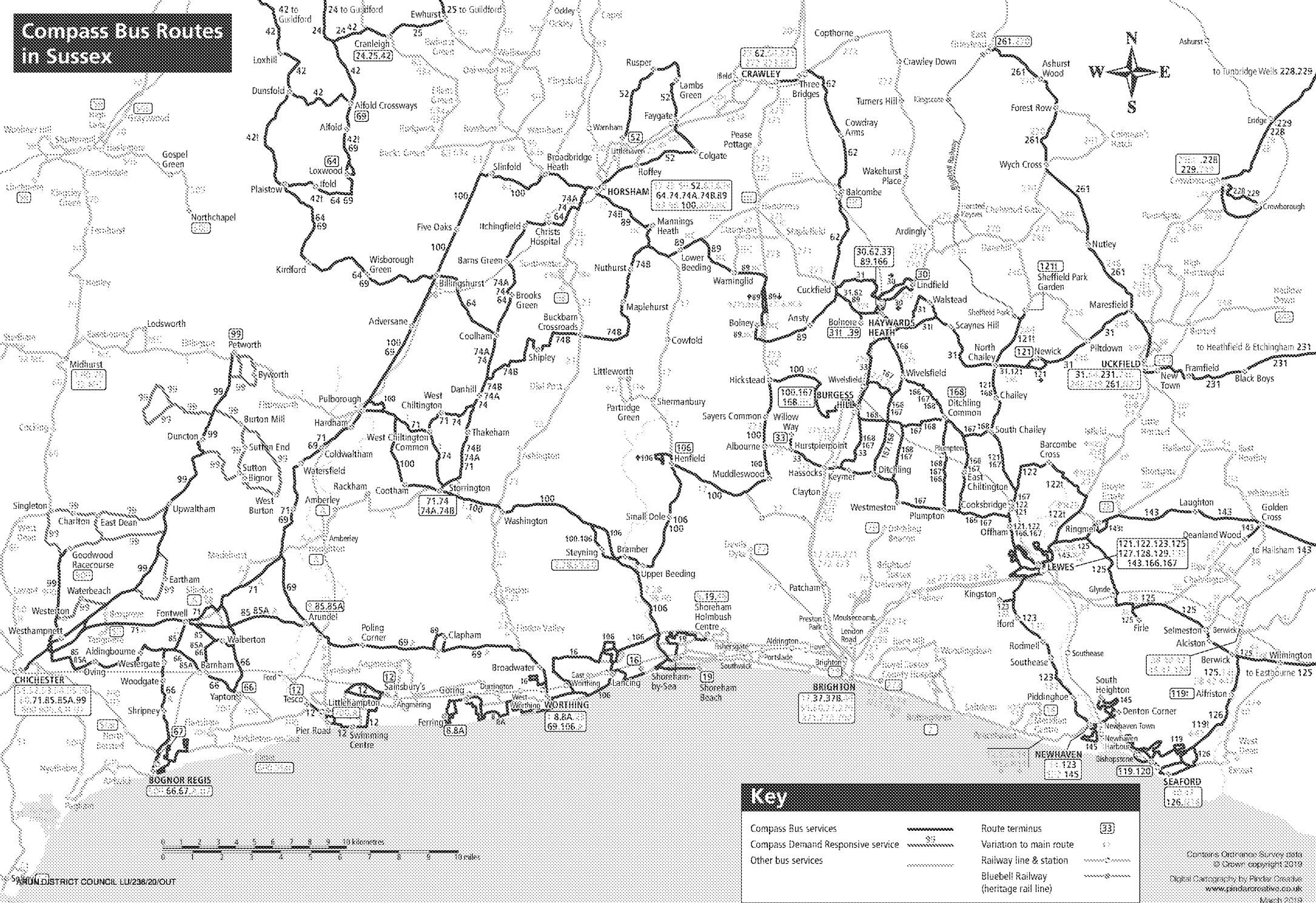
- Bus route with a daytime service every two hours or more frequently at least 5 days a week
- Less than 2-hourly at least 5 days a week
- Certain days only
- Demand responsive bus service, please ring 01903 264776 for details
- Main rail line and station
- Private railway line and station
- Route terminus
- Route operates in direction of arrow only
- Certain journeys only
- Places of interest
- Long distance footpath
- Full details of town services are omitted to improve clarity
- Area served by Demand Responsive Bus service, please ring 01903 264776 for details
- South Downs National Park

SCALE



© West Sussex County Council
Digital Cartography by Pinder Creative 16.9.19
www.pindercreative.co.uk

Compass Bus Routes in Sussex



12

TESCO - LITTLEHAMPTON - SEAFRONT - RUSTINGTON - SAINSBURYS

Mondays to Fridays (except Public Holidays)

Littlehampton Tesco	1010	1110	1210	1310	1410
Littlehampton Station 	1013	1113	1213	1313	1413
Anchor Springs	1015	1115	1215	1315	1415
Fitzalan Road Library	1017	1117	1217	1317	1417
Littlehampton Swimming Centre	1020	1120	1220	1320	1420
Rustington The Street	1024	1124	1224	1324	1424
Rustington Sainsburys	1029	1129	1229	1329	1429

Rustington Sainsburys	1032	1132	1232	1332	1432
Manor Retail Park	1035	1135	1235	1335	1435
Worthing Road Hollyhock Way	1039	1139	1239	1339	1439
Rustington The Street	1045	1145	1245	1345	1445
Littlehampton Swimming Centre	1049	1149	1249	1349	1449
Fitzalan Road Library	1052	1152	1252	1352	1452
Anchor Springs	1054	1154	1254	1354	1454
Littlehampton Station 	1056	1156	1256	1356	1456
Littlehampton Tesco	1059	1159	1259	1359	1459



COMPASS

For all Compass bus times and coach hire information, please contact:

Compass Travel (Sussex) Ltd, Faraday Close, Worthing, West Sussex BN13 3RB

Tel: 01903 690025 | Fax: 01903 690015 | Email: office@compass-travel.co.uk

Website: www.compass-travel.co.uk

EFFECTIVE FROM 15.04.2019

9 continues to
Arundel

Welcome to your Littlehampton network

from 30th October 2017

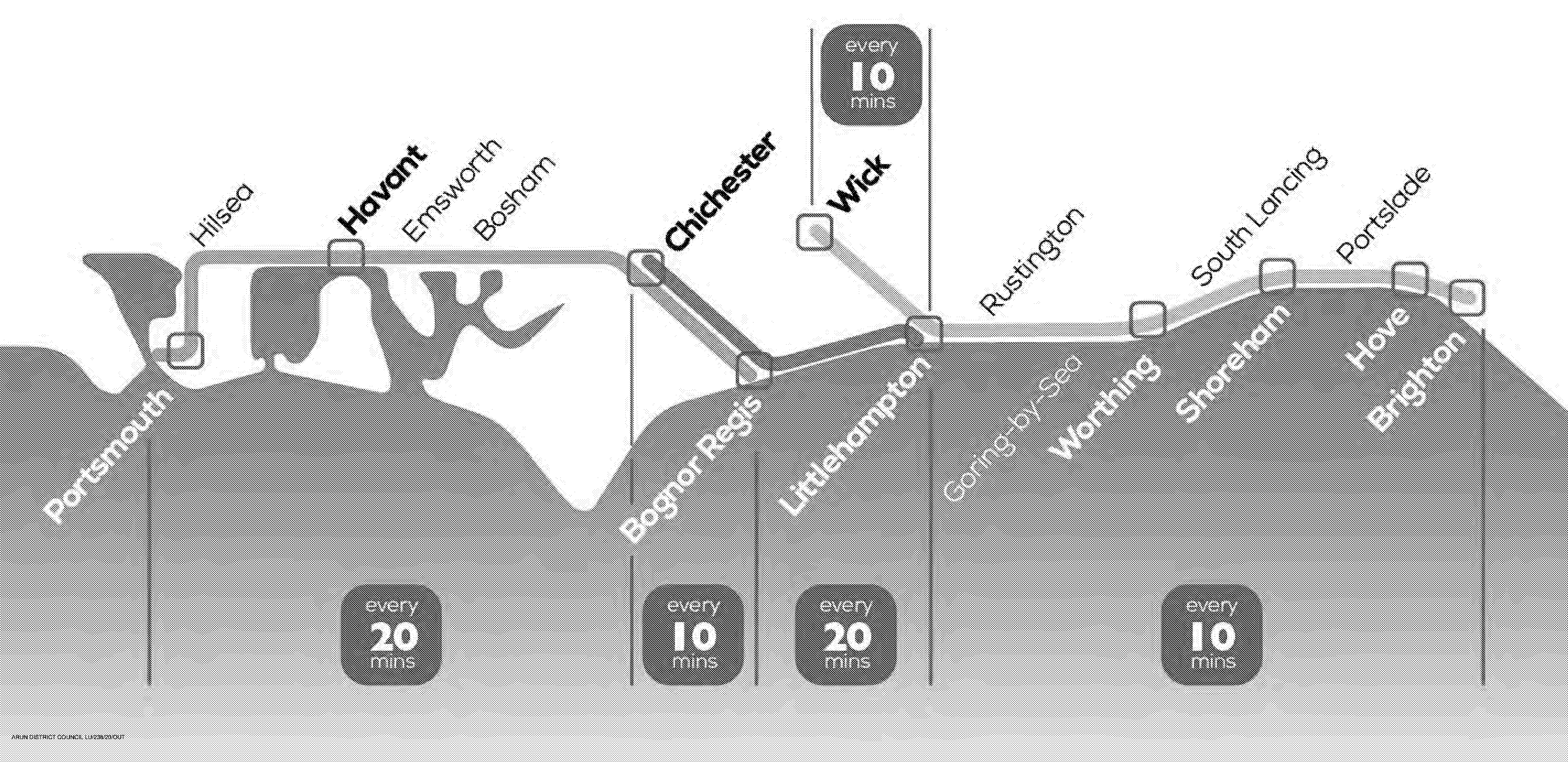
By-Pass



continues to
Bognor Regis,
Chichester,
Havant and
Portsmouth

continues to
Worthing, Shoreham
and Holmbush Centre

continues to
Worthing and
Brighton



From 30 April 2017

Mondays to Fridays except public holidays

NO.1 LU238/20/OUT	Littlehampton Anchor Springs					0619				0652				0707		0727		0747		0817		0845																			
	Yapton Sparks Corner	0529				0559				0629				0702				0718		0738		0758		0827		0856															
	Fiansham Park Alfriston Close	0534				0604				0616		0636		0652		0702		0709		0717		0727		0737		0747		0757		0808		0821		0837		0855		0905		0915	
	Felpham The Southdowns	0537				0607				0620		0640		0656		0706		0713		0722		0733		0743		0753		0803		0814		0827		0843		0859		0909		0919	
	Bognor Regis High Street Stop R	0545				0615				0630		0650		0706		0716		0725		0737		0747		0757		0807		0817		0831		0843		0857		0911		0921		0931	
	North Bersted Shops	0552				0622				0639		0659		0715		0725		0735		0747		0757		0807		0817		0827		0841		0853		0907		0921		0931		0941	
	Chichester Bus Station stand 9	0531	0607			0631	0637	0644	0657	0715	0717	0737	0753	0803	0817	0827	0842	0852	0902	0912	0922	0932	0942	0952	1002																
	Chichester Cathedral	0535	0610			0635	0640	0648	0701	0718	0721	0741	0758	0806	0822	0830	0847	0855	0907	0915	0927	0935	0947	0955	1007																
	Bosham Roundabout	0544	0644			0657			0712	0732			0752	0809	0833		0858		0918		0938		0958		1018																
	Southbourne Church	0550	0650			0703			0719	0739			0759	0817	0841		0905		0925		0945		1005		1025																
	Emsworth Square	0554	0654			0707			0724	0744			0804	0823	0847		0910		0930		0950		1010		1030																
	Havant Bus Station stand C	0545	0605	0625	0645	0705			0718			0738	0758			0818	0837	0901		0924		0944		1004	1024	1044															
	Hilsea Lido stop E	0555	0615	0635	0655	0715			0729			0749	0809			0830	0850	0914		0934		0954		1014	1034	1054															
	North End Junction stop G	0601	0621	0641	0701	0721			0736			0756	0816			0837	0857	0921		0941		1001		1021	1041	1101															
Portsmouth Commercial Rd stop C	0611	0631	0651	0711	0731			0751			0811	0831			0852	0912	0931		0951		1011		1031	1051	1111																
University of Portsmouth	0614	0634	0654	0714	0734			0754			0814	0834			0855	0915	0934		0954		1014		1034	1054	1114																
Portsmouth Hard Interchange	0620	0640	0700	0720	0740			0800			0820	0840			0901	0921	0940		1000		1020		1040	1100	1120																

These services start from Robinson Park approximately 2 minutes earlier.

Mondays to Fridays except public holidays

Littlehampton Anchor Springs	0905	0928	0948	1012	1032	1052	then at these mins past each hour	12	32	52	until	1412	1432	1452
Yapton Sparks Corner	0916	0940	1000	1022	1042	1102		22	42	02		1422	1442	1502
Flansham Park Alfriston Close	0925	0935	0949	0959	1009	1019		19	29	39		1419	1429	1439
Felpham The Southdowns	0929	0939	0953	1003	1013	1023		23	33	43		1423	1433	1443
Bognor Regis High Street Stop R	0941	0951	1005	1015	1025	1035		35	45	55		1435	1445	1455
North Bersted Shops	0951	1001	1013	1023	1033	1043		43	53	03		1443	1453	1503
Chichester Bus Station stand 9	1012	1022	1032	1042	1052	1102		02	12	22		1502	1512	1522
Chichester Cathedral	1015	1027	1035	1047	1055	1107		07	15	27		1507	1515	1527
Bosham Roundabout	1038	1058	1118	1138	1158			18	38	58		1518	1540	1600
Southbourne Church	1045	1105	1125	1145	1205			25	45	05		1525	1547	1607
Emsworth Square	1050	1110	1130	1150	1210		then at these mins past each hour	30	50	10	until	1530	1552	1612
Havant Bus Station stand C	1104	1124	1144	1204	1224			44	04	24		1544	1606	1626
Hilsea Lido stop E	1114	1134	1154	1214	1234			54	14	34		1554	1618	1638
North End Junction stop G	1121	1141	1201	1221	1241			01	21	41		1601	1624	1644
Portsmouth Commercial Rd stop C	1131	1151	1211	1231	1251			11	31	51		1611	1634	1654
University of Portsmouth	1134	1154	1214	1234	1254			14	34	54		1614	1637	1657
Portsmouth Hard Interchange	1140	1200	1220	1240	1300			20	40	00		1620	1642	1702

Please note:

Additional journey on West Sussex school days starts from Bishop Luffa School at 1443, via Bosham Roundabout (1453), Southbourne Church (1500), Emsworth Square (1505) arriving at Havant Bus Station at 1513.

From 30 April 2017

Mondays to Fridays except public holidays

COUNCIL LU/238/20/00T

Littlehampton Anchor Springs	1512	1532	1552	1612	1632	1652	1712	1737	1802	1822	1844	1904	1934												
Yapton Sparks Corner	1522	1542	1602	1622	1642	1703	1723	1747	1812	1832	1853	1913	1943												
Flansham Park Alfriston Close	1519	1529	1539	1549	1559	1609	1619	1629	1639	1649	1701	1711	1721	1731	1744	1754	1804	1819	1834	1839	1859	1919	1934	1949	2034
Felpham The Southdowns	1523	1533	1543	1553	1603	1613	1623	1633	1643	1653	1705	1715	1725	1735	1748	1758	1806	1823	1836	1841	1901	1921	1936	1951	2036
Bognor Regis High Street Stop R	1535	1545	1555	1605	1615	1625	1635	1645	1655	1705	1717	1727	1737	1747	1800	1810	1814	1834	1844	1849	1909	1929	1944	1959	2044
North Bersted Shops	1543	1553	1603	1613	1623	1633	1643	1653	1703	1713	1725	1735	1745	1755	1808	1818	1821	1840	1851	1856	1916	1936	1951	2006	2051
Chichester Bus Station stand 9	1602	1612	1622	1632	1642	1652	1702	1712	1722	1732	1744	1754	1804	1814	1823	1833	1838	1853	1908	1913	1929	1949	2008	2021	2108
Chichester Cathedral	1607	1615	1627	1635	1647	1655	1707	1715	1727	1735	1749	1757	1808	1817			1842		1912	1916			2012	2024	2112
Bosham Roundabout	1620		1640		1700		1720		1740		1800		1818				1851		1921				2021		2121
Southbourne Church	1627		1647		1707		1727		1747		1807		1825				1857		1927				2027		2127
Emsworth Square	1632		1652		1712		1732		1752		1812		1830				1902		1932				2032		2132
Havant Bus Station stand C	1646		1706		1726		1746		1806		1826		1843				1913		1943				2043		2143
Hilsea Lido stop E	1658		1718		1738		1758		1816		1836		1904				1934		2004				2104		2204
North End Junction stop G	1704		1724		1744		1804		1822		1842		1908				1938		2008				2108		2208
Portsmouth Commercial Rd stop C	1714		1734		1754		1814		1832		1852		1919				1949		2019				2119		2219
University of Portsmouth	1717		1737		1757		1817		1835		1855		▼				▼		▼				▼		▼
Portsmouth Hard Interchange	1722		1742		1802		1822		1840		1900		1924				1954		2024				2124		2224

These services run at route 23 between Havant and the Hard Interchange with guaranteed connections and through fares available.

Mondays to Fridays except public holidays

Littlehampton Anchor Springs	2034	2134	2234		
Yapton Sparks Corner	2043	2143	2243		
Flansham Park Alfriston Close	2049	2134	2149	2249	0003
Felpham The Southdowns	2051	2136	2151	2251	0005
Regis High Street Stop R	2059	2144	2159	2259	0013
North Bersted Shops	2106	2151	2206	2306	0020
Chichester Bus Station stand 9	2121	2208	2221	2321	0033
Chichester Cathedral	2124	2212	2224	2324	
Bosham Roundabout		2221			
Southbourne Church		2227			
Emsworth Square		2232			
Havant Bus Station stand C		2240			

From 30 April 2017

Sundays

NO.1 LU238/20/OUT

Littlehampton Anchor Springs						0652	0712	0732	0752	0812	0832	0852	0912	0932											
Yapton Sparks Corner		0609			0649		0702	0722	0742	0802	0822	0842	0902	0922	0942										
Flansham Park Alfriston Close		0616			0656	0659	0709	0719	0729	0739	0749	0759	0809	0819	0829	0839	0849	0859	0909	0919	0929	0939	0949	0959	
Felpham The Southdowns		0619			0659		0703	0713	0723	0733	0743	0753	0803	0813	0823	0833	0843	0853	0903	0913	0923	0933	0943	0953	1003
Bognor Regis High Street stop C		0628			0708		0715	0725	0735	0745	0755	0805	0815	0825	0835	0845	0855	0905	0915	0925	0935	0945	0955	1005	1015
North Bersted Shops		0636			0716		0723	0733	0743	0753	0803	0813	0823	0833	0843	0853	0903	0913	0923	0933	0943	0953	1003	1013	1023
Chichester Bus Station stand 9	0637	0652	0657	0717	0732		0742	0752	0802	0812	0822	0832	0842	0852	0902	0912	0922	0932	0942	0952	1002	1012	1022	1032	1042
Chichester Cathedral	0640	0655	0700	0720	0735		0747	0755	0807	0815	0827	0835	0847	0855	0907	0915	0927	0935	0947	0955	1007	1015	1027	1035	1047
Bosham Roundabout	0649		0709	0729			0758	0818	0838	0858	0918	0938	0958	1018	1038	1058									
Southbourne Church	0655		0715	0735			0805	0825	0845	0905	0925	0945	1005	1025	1045	1105									
Emsworth Square	0659		0719	0739			0810	0830	0850	0910	0930	0950	1010	1030	1050	1110									
Havant Bus Station stand C	0710		0730	0750		0810	0824	0844	0904	0924	0944	1004	1024	1044	1104	1124									
Hilsea Lido stop E	0719		0739	0759		0819	0834	0854	0914	0934	0954	1014	1034	1054	1114	1134									
North End Junction stop G	0724		0744	0804		0824	0841	0901	0921	0941	1001	1021	1041	1101	1121	1141									
Portsmouth Commercial Rd stop C	0733		0753	0813		0833	0851	0911	0931	0951	1011	1031	1051	1111	1131	1151									
University of Portsmouth	0736		0756	0816		0836	0854	0914	0934	0954	1014	1034	1054	1114	1134	1154									
Portsmouth Hard Interchange	0740		0800	0820		0840	0900	0920	0940	1000	1020	1040	1100	1120	1140	1200									

These services start from Bullerston Park approximately 2 minutes earlier.

Saturdays

PORT COUNCIL LU/238/20/OUT	Littlehampton Anchor Springs	0952	1012	1032	1052		12	32	52		1632	1652	1712	1732	1752									
	Yapton Sparks Corner	1002	1022	1042	1102		22	42	02		1642	1702	1722	1742	1802									
	Flansham Park Alfriston Close	1009	1019	1029	1039	1049	1059	1109	19	29	39	49	59	09	1649	1659	1709	1719	1729	1739	1749	1804	1809	1834
	Felpham The Southdowns	1013	1023	1033	1043	1053	1103	1113	23	33	43	53	03	13	1653	1703	1713	1723	1733	1743	1753	1806	1813	1836
	Bognor Regis High Street stop C	1025	1035	1045	1055	1105	1115	1125	35	45	55	05	15	25	1705	1715	1725	1735	1745	1755	1805	1814	1825	1844
	North Bersted Shops	1033	1043	1053	1103	1113	1123	1133	43	53	03	13	23	33	1713	1723	1733	1743	1753	1803	1813	1821	1833	1851
	Chichester Bus Station stand 9	1052	1102	1112	1122	1132	1142	1152	02	12	22	32	42	52	1732	1742	1752	1802	1812	1818	1828	1838	1848	1908
	Chichester Cathedral	1055	1107	1115	1127	1135	1147	1155	07	15	27	35	47	55	1735	1747	1755	1807	1815			1842		1912
	Bosham Roundabout		1118		1138		1158		18		38		58		1758		1818					1851		1921
	Southbourne Church		1125		1145		1205		25		45		05		1805		1825					1857		1927
	Emsworth Square		1130		1150		1210		30		50		10		1810		1830					1902		1932
	Havant Bus Station stand C		1144		1204		1224		44		04		24		1824		1843					1913		1943
	Hilsea Lido stop E		1154		1214		1234		54		14		34		1834		1904					1934		2004
	North End Junction stop G		1201		1221		1241		01		21		41		1841		1908					1938		2008
	Portsmouth Commercial Rd stop C		1211		1231		1251		11		31		51		1851		1919					1949		2019
	University of Portsmouth		1214		1234		1254		14		34		54		1854		▼					▼		▼
Portsmouth Hard Interchange		1220		1240		1300		20		40		00		1900		1924					1954		2024	

These journeys run as route 23 between Havant and The Hard Interchange, with guaranteed connections and through fares available.

From 30 April 2017

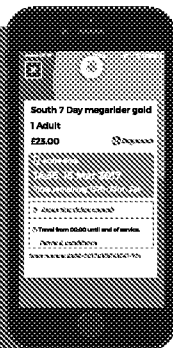
Saturday:

Littlehampton Anchor Springs	1822	1844	1904		1934		2034		2134	2234
Yapton Sparks Corner	1832	1853	1913		1943		2043		2143	2243
Flansham Park Afriston Close	1839	1859	1919	1934	1949	2034	2049	2134	2149	2249 0003
Felpham The Southdowns	1841	1901	1921	1936	1951	2036	2051	2136	2151	2251 0005
Bognor Regis High Street stop C	1849	1909	1929	1944	1959	2044	2059	2144	2159	2259 0013
North Bersted Shops	1856	1916	1936	1951	2006	2051	2106	2151	2206	2306 0020
Chichester Bus Station stand 9	1913	1929	1949	2008	2021	2108	2121	2208	2221	2321 0033
Chichester Cathedral	1916			2012	2024	2112	2124	2212	2224	2324
Bosham Roundabout				2021		2121		2221		
Southbourne Church				2027		2127		2227		
Emsworth Square				2032		2132		2232		
Havant Bus Station stand C				2043		2143		2240		
Hilsea Lido stop E				2104		2204				
North End Junction stop G				2108		2208				
Portsmouth Commercial Rd stop C				2119		2219				
University of Portsmouth				▼		▼				
Portsmouth Hard Interchange				2124		2224				

These journeys run as route 23 between Havant and The Hard Interchange
with guaranteed connection and through fares available

DAILY & WEEKLY TICKETS AVAILABLE ON THE APP

For more information please visit
tagcoachbus.com or download the
tagcoach Bus App.



From 30 April 2017

Sundays and public holidays

Littlehampton Anchor Springs	1835	1855	1955	2055
Yapton Sparks Corner	1845	1904	2004	2104
Flansham Park Afriston Close	1852	1911	2011	2111
Felpham The Southdowns	1856	1914	2014	2114
Bognor Regis High Street stop C	1906	1922	2022	2122
North Bersted Shops	1914	1930	2030	2130
Chichester Bus Station stand 9	1929	1945	2000	2043
Chichester Cathedral		1948	2004	
Bosham Roundabout			2013	
Southbourne Church			2019	
Emsworth Square			2024	
Havant Bus Station stand C			2033	

Everything you love about stagecoachbus.com
on the new **Stagecoach Bus App**



Plan your journey



Track your bus



Mobile tickets



Download the
Stagecoach Bus App



Search Stagecoach Bus

Coastliner Buses Between Portsmouth | Havant | Chichester | Bognor Regis | Littlehampton



Mondays to Fridays except public holidays

From 30 April 2017

Portsmouth Hard Interchange	0545	0605	0625	0647	0707	0727	0752	0812	0832	0852
University of Portsmouth	0549	0609	0629	0652	0712	0732	0757	0817	0837	0857
Portsmouth Commercial Road stop D	0553	0613	0633	0658	0718	0738	0803	0823	0843	0903
North End Junction stop C	0601	0621	0641	0706	0726	0746	0813	0833	0853	0913
Hilsea Lido stop C	0607	0627	0647	0714	0734	0754	0819	0839	0859	0919
Havant Bus Station stand H	0602	0618	0638	0658	0728	0748	0808	0834	0854	0914
Emsworth By-Pass	0610	0626	0646	0706	0737	0757	0817	0843	0903	0923
Southbourne Church	0614	0631	0651	0711	0742	0802	0822	0848	0908	0928
Bosham Roundabout	0620	0638	0658	0718	0750	0810	0830	0855	0915	0935
Chichester Cathedral	0620	0630	0640	0650	0710	0720	0730	0805	0815	0825
Chichester Bus Station stand B	0520	0551	0611	0626	0636	0646	0656	0706	0716	0728
North Bersted Shops	0533	0605	0625	0641	0651	0701	0711	0721	0731	0744
Bognor Regis High Street stop C	0543	0615	0635	0651	0701	0711	0721	0731	0741	0757
Felpham The Southdowns	0550	0622	0642	0658	0708	0718	0729	0739	0749	0805
Flansham Park Afriston Close	0553	0625	0645	0702	0717	0722	0737	0743	0757	0809
Yapton Sparks Corner	0600	0632	0652	0710	0730	0751	0817	0845	0912	0932
Littlehampton Anchor Springs	0610	0642	0702	0722	0742	0808	0834	0900	0923	0943

Please note:

Additional journey on West Sussex school days only starts from Havant Bus Station at 0708, via Emsworth By-pass (0716), Southbourne Church (0721), Bosham Roundabout (0728) arriving at Bishop Luffa School layby at 0740.

Mondays to Fridays except public holidays

Portsmouth Hard Interchange		12	32	52		1352	1412	1432	1452	1512	1532	1552	1612										
University of Portsmouth		17	37	57		1357	1417	1437	1457	1517	1537	1557	1617										
Portsmouth Commercial Road stop D		23	43	03		1403	1423	1443	1503	1523	1543	1603	1623										
North End junction stop C		33	53	13		1413	1433	1453	1513	1533	1553	1613	1633										
Hilsea Lido stop C		39	59	19		1419	1439	1459	1519	1539	1559	1619	1639										
Havant Bus Station stand H		54	14	34		1434	1454	1514	1534	1554	1614	1634	1654										
Emsworth By-Pass		03	23	43		1443	1503	1523	1543	1603	1623	1643	1703										
Southbourne Church		08	28	48		1448	1508	1528	1548	1608	1628	1648	1708										
Bosham Roundabout		15	35	55	until	1455	1515	1535	1555	1615	1635	1655	1715										
Chichester Cathedral	1019	29	39	49	59	09	19	1509	1519	1529	1539	1549	1559	1609	1619	1629	1639	1649	1659	1709	1719	1729	1739
Chichester Bus Station stand 8	1027	37	47	57	07	17	27	1517	1527	1537	1547	1557	1607	1617	1627	1637	1647	1657	1707	1717	1727	1737	1747
North Bersted Shops	1043	53	03	13	23	33	43	1533	1543	1554	1604	1614	1624	1636	1646	1656	1708	1719	1730	1740	1749	1758	1807
Bognor Regis High Street stop C	1056	06	16	26	36	46	56	1546	1556	1607	1617	1627	1637	1649	1659	1709	1721	1732	1743	1753	1802	1811	1820
Felpham The Southdowns	1104	14	24	34	44	54	04	1554	1604	1615	1625	1635	1645	1657	1707	1717	1729	1740	1751	1801	1810	1819	1828
Flansham Park Afriston Close	1107	19	27	39	47	59	07	1559	1607	1619	1628	1639	1648	1701	1710	1721	1732	1744	1754	1804	1813	1822	1831
Yapton Sparks Corner	1115		35		55		15		1615		1636		1656		1718		1740		1802		1821		1839
Littlehampton Anchor Springs	1126		46		06		26		1626		1647		1707		1732		1752		1813		1832		1850

Coasting Buses Between Portsmouth | Havant | Chichester | Bognor Regis | Littlehampton

From 30 April 2017

Mondays to Fridays except public holidays

Portsmouth Hard Interchange	1632	1652	1712	1732	1752	1812	1852	1941	▼ This journey runs as route 23 between The Hard and Havant. Through fares are available.
University of Portsmouth	1637	1657	1717	1737	1757	1817	1856	1941	
Portsmouth Commercial Road stop D	1643	1703	1723	1743	1803	1823	1900	1947	
North End Junction stop C	1653	1713	1733	1753	1813	1833	1909	1958	
Hilsea Lido stop C	1659	1719	1739	1759	1819	1839	1914	2002	
Havant Bus Station stand H	1714	1734	1754	1814	1834	1854	1926	2026	
Emsworth By-Pass	1723	1743	1803	1823	1843	1903	1934	2034	
Southbourne Church	1728	1748	1808	1828	1848	1908	1939	2039	
Bosham Roundabout	1735	1755	1815	1835	1855	1915	1945	2045	
Chichester Cathedral	1749	1759	1809	1819	1829	1845	1905	1925 1925 1955 2025 2055 2125 2225 2325	
Chichester Bus Station stand 8	1757	1807	1817	1827	1837	1852	1912	1928 1932 2002 2032 2102 2132 2232 2332	
North Bersted Shops	1817	1825	1835	1842	1852	1907	1926	1946 2016 2046 2116 2146 2246 2346	
Bognor Regis High Street stop C	1830	1837	1845	1852	1902	1917	1934	1954 2024 2054 2124 2154 2254 2354	
Felpham The Southdowns	1837	1844	1852	1859	1908	1923	1940	2000 2030 2100 2130 2200 2300 2400	
Flansham Park Alfriston Close	1840	1847	1855	1902	1911	1926	1943	2003 2034 2103 2134 2203 2303 0003	
Yapton Sparks Corner		1854		1909				2010 2110 2210	
Littlehampton Anchor Springs		1905		1920				2020 2120 2220	

Sunday:

COUNCIL 11/23/20/OUT	Portsmouth Hard Interchange										0647					0727					0752					0812		0832		0852																		
	University of Portsmouth										0650					0730					0757					0817		0837		0857																		
	Portsmouth Commercial Road stop D										0654					0734					0803					0823		0843		0903																		
	North End Junction stop C										0702					0742					0813					0833		0853		0913																		
	Hilsea Lido stop C										0707					0747					0819					0839		0859		0919																		
	Havant Bus Station stand H										0619		0639		0659		0719					0759		0814		0834		0854		0914		0934																
	Emsworth By-Pass										0628		0648		0708		0728					0808		0823		0843		0903		0923		0943																
	Southbourne Church										0633		0653		0713		0733					0813		0828		0848		0908		0928		0948																
	Bosham Roundabout										0639		0659		0719		0739					0819		0835		0855		0915		0935		0955																
	Chichester Cathedral										0649		0659		0709		0729		0739		0749		0759		0819		0829		0839		0849		0859		0909		0919		0929		0939		0949		0959		1009	
	Chichester Bus Station stand B										0556	0616	0636	0653	0657	0707	0717	0727	0737	0747	0757	0807	0817	0827	0837	0847	0857	0907	0917	0927	0937	0947	0957	1007	1017	1017												
	North Bersted Shops										0610	0630	0650	0707	0713	0723	0733	0743	0753	0803	0813	0823	0833	0843	0853	0903	0913	0923	0933	0943	0953	1003	1013	1023	1033													
	Bognor Regis High Street stop C										0620	0640	0700	0717	0726	0736	0746	0756	0806	0816	0826	0836	0846	0856	0906	0916	0926	0936	0946	0956	1006	1016	1026	1036	1046													
	Felpham The Southdowns										0627	0647	0707	0724	0734	0744	0754	0804	0814	0824	0834	0844	0854	0904	0914	0924	0934	0944	0954	1004	1014	1024	1034	1044	1054													
Flansham Park Alfriston Close										0630	0650	0710	0727	0739	0747	0759	0807	0819	0827	0839	0847	0859	0907	0919	0927	0939	0947	0959	1007	1019	1027	1039	1047	1059														
Yapton Sparks Corner										0637	0657	0717	0735	0755		0815		0835		0855		0915		0935		0955		1015		1035		1055																
Littlehampton Anchor Springs										0647	0707	0727	0746	0806		0826		0846		0906		0926		0946		1006		1026		1046		1106																

Saturday:

Portsmouth Hard Interchange		12	32	52		1352	1412	1432	1452	1512	1532	1552	1612									
University of Portsmouth		17	37	57		1357	1417	1437	1457	1517	1537	1557	1617									
Portsmouth Commercial Road stop D		23	43	03		1403	1423	1443	1503	1523	1543	1603	1623									
North End Junction stop C		33	53	13		1413	1433	1453	1513	1533	1553	1613	1633									
Hilsea Lido stop C		39	59	19		1419	1439	1459	1519	1539	1559	1619	1639									
Havant Bus Station stand H		54	14	34		1434	1454	1514	1534	1554	1614	1634	1654									
Emsworth By-Pass		03	23	43		1443	1503	1523	1543	1603	1623	1643	1603									
Southbourne Church		08	28	48		1448	1508	1528	1548	1608	1628	1648	1708									
Bosham Roundabout		15	35	55		1455	1515	1535	1555	1615	1635	1655	1715									
Chichester Cathedral	1019	29	39	49	59	09	19	1509	1519	1529	1539	1549	1559	1609	1619	1629	1639	1649	1659	1709	1719	1729
Chichester Bus Station stand 8	1027	37	47	57	07	17	27	1517	1527	1537	1547	1557	1607	1617	1627	1637	1647	1657	1707	1717	1727	1737
North Bersted Shops	1043	53	03	13	23	33	43	1533	1543	1553	1603	1613	1623	1633	1643	1653	1703	1713	1723	1733	1743	1753
Bognor Regis High Street stop C	1056	06	16	26	36	46	56	1546	1556	1606	1616	1626	1636	1646	1656	1706	1716	1726	1736	1746	1756	1806
Felpham The Southdowns	1104	14	24	34	44	54	04	1554	1604	1614	1624	1634	1644	1654	1704	1714	1724	1734	1744	1754	1804	1814
Flansham Park Alfriston Close	1107	19	27	39	47	59	07	1559	1607	1619	1627	1639	1647	1659	1707	1719	1727	1739	1747	1804	1807	1817
Yapton Sparks Corner	1115		35		55		15		1615		1635		1655		1715		1735		1755		1815	
Littlehampton Anchor Springs	1126		46		06		26		1626		1646		1706		1726		1746		1806		1826	

From 30 April 2017

Saturday:

Portsmouth Hard Interchange	1632		1652		1712		1732		1752		1812		1852		1941		 This journey runs as route 23 between The Hard and Havant. Through fares are available.
University of Portsmouth	1637		1657		1717		1737		1757		1817		1856				
Portsmouth Commercial Road stop D	1643		1703		1723		1743		1803		1823		1900		1947		
North End Junction stop C	1653		1713		1733		1753		1813		1833		1909		1958		
Hilsea Lido stop C	1659		1719		1739		1759		1819		1839		1914		2002		
Havant Bus Station stand H	1714		1734		1754		1814		1834		1854		1926		2026		
Emsworth By-Pass	1723		1743		1803		1823		1843		1903		1934		2034		
Southbourne Church	1728		1748		1808		1828		1848		1908		1939		2039		
Bosham Roundabout	1735		1755		1815		1835		1855		1915		1945		2045		
Chichester Cathedral	1739	1749	1759	1809	1819	1829	1845	1905	1925	1925	1955	2025	2055	2125	2225	2325	
Chichester Bus Station stand 8	1747	1757	1807	1817	1827	1837	1852	1912	1928	1932	2002	2032	2102	2132	2232	2332	
North Bersted Shops	1803	1813	1823	1833	1842	1852	1907	1926		1946	2016	2046	2116	2146	2246	2346	
Bognor Regis High Street stop C	1816	1826	1836	1844	1852	1902	1917	1934		1954	2024	2054	2124	2154	2254	2354	
Felpham The Southdowns	1824	1834	1844	1852	1859	1908	1923	1940		2000	2030	2100	2130	2200	2300	2400	
Flansham Park Alfriston Close	1827	1837	1847	1855	1902	1911	1926	1943		2003	2034	2103	2134	2203	2303	0003	
Yapton Sparks Corner	1835		1854		1909						2010		2110		2210		
Littlehampton Anchor Springs	1846		1905		1920						2020		2120		2220		

Sundays and public holidays

Portsmouth Hard Interchange								0730		00	30		1530	1600	1630	1700	1730							
University of Portsmouth								0735		05	35		1535	1605	1635	1705	1735							
Portsmouth Commercial Road stop D								0741		11	41		1541	1611	1641	1711	1741							
North End Junction stop C								0751		21	51		1551	1621	1651	1721	1751							
Hilsea Lido stop C								0757		27	57		1557	1627	1657	1727	1757							
Havant Bus Station stand H	0718	0748						0812		42	12		1612	1642	1712	1742	1812							
Emsworth By-Pass	0727	0757						0821		51	21		1621	1651	1721	1751	1821							
Southbourne Church	0731	0801						0826		56	26		1626	1656	1726	1756	1826							
Bosham Roundabout	0737	0807						0833		03	33		1633	1703	1733	1803	1833							
Chichester Cathedral	0747	0817	0822	0847	0852				17	22	47	52	1647	1652	1717	1722	1747	1752	1817	1822	1847	1852		
Chichester Bus Station stand 8	0640	0710	0740	0751	0800	0821	0830	0851	0900		21	30	51	00	1651	1700	1721	1730	1751	1800	1821	1830	1851	1900
North Bersted Shops	0654	0724	0754				0816	0846	0916			46	16		1716	1746	1814	1844	1914					
Bognor Regis High Street stop C	0702	0732	0802				0829	0859	0929			59	29		1729	1759	1824	1854	1924					
Felpham The Southdowns	0709	0739	0809				0837	0907	0937			07	37		1737	1807	1830	1900	1930					
Flansham Park Aifinston Close	0712	0742	0812				0840	0910	0940			10	40		1740	1810	1833	1903	1933					
Yapton Sparks Corner	0719	0749	0819				0848	0918	0948			18	48		1748	1818	1839	1909	1939					
Littlehampton Anchor Springs	0729	0759	0829				0859	0929	0959			29	59		1759	1829	1849		1949					

This journey continues to Rollaston
Park an long 2 minutes later

From 30 April 2017

Sundays and public holidays

Portsmouth Hard Interchange	1800	1830	1900		
University of Portsmouth	1805	1835	1905		
Portsmouth Commercial Road stop D	1811	1841	1911		
North End junction stop C	1821	1851	1921		
Hilsea Lido stop C	1827	1857	1927		
Havant Bus Station stand H	1842	1912	1937		
Emsworth By-Pass	1851	1921	1945		
Southbourne Church	1856	1926	1949		
Bosham Roundabout	1903	1933	1955		
Chichester Cathedral	1917	1922	1947	1952	2005
Chichester Bus Station stand 8	1921	1930	1951	2000	2008
North Bersted Shops		1944		2014	
Bognor Regis High Street stop C		1954		2024	
Felpham The Southdowns		2000		2030	
Flansham Park Aifrison Close		2003		2033	
Yapton Sparks Corner		2009		2039	
Littlehampton Anchor Springs				2049	

This journey continues to Bullaston
Park arriving 2 minutes later

From 30 April 2017

Sundays and public holidays

T COUNCIL LU238610/OUT	Portsmouth Hard Interchange	0730					00	30	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	
	Havant Bus Station (arr)	0808					38	08	1438	1508	1538	1608	1638	1708	1738	1808	1838	1908	
	Havant Bus Station stand H (dep)	0718	0748	0812				42	12	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912
	Chichester Bus Station (arr)	0751	0821	0851				21	51	1521	1551	1621	1651	1721	1751	1821	1851	1921	1951
	Chichester Bus Station stand 8 (dep)	0640	0710	0740	0800	0830	0900	30	00	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000
	Bognor Regis High Street stop C	0702	0732	0802	0829	0859	0929	59	29	1559	1629	1659	1729	1759	1824	1854	1924	1954	2024
	Littlehampton Anchor Springs (arr)	0729	0759	0829	0859	0929	0959	29	59	1629	1659	1729	1759	1829	1849		1949		2049
	Littlehampton Anchor Springs (dep)	0744	0804	0844	0904	0944	1004	44	04	1644	1704	1744	1804		1854		1954		2054
	Worthing Marine Parade stop G	0840	0900	0940	1000	1040	1100	40	00	1740	1800	1840	1900		1945		2045		2145
	Brighton Old Steine	0935	0955	1035	1055	1135	1155	35	55	1835	1850	1930	1950		2025		2125		2225

These services continue to Tipton.

Coastliner operates three routes between Portsmouth and Brighton. Coastliner can be boarded at Chichester bus station and at Littlehampton Anchor Springs on changing points. Connecting buses arrive to every 20 minutes (or every 30 minutes on Sundays). And your drive on the day if you need any help.

Mondays to Fridays except public holidays

From 30 April 2017

ST COUNCIL 19/28/2004	Brighton Old Steine stop T				0530	0550	0630	0645	0700	0720	0740	0800	then every 20 mins until	1400	1420	1440	1500	1530	1550	1610	1640	1700	1740	1850	1945	2050
	Worthing Marine Parade stop C	0525	0545	0605	0620	0640	0720	0740	0805	0825	0845	0905		1505	1525	1545	1605	1635	1655	1715	1745	1805	1842	1942	2042	2142
	Littlehampton Anchor Springs (arr)	0609	0629	0649	0704	0724	0810	0830	0900	0920	0940	1000		1600	1620	1640	1700	1730	1750	1810	1840	1850	1925	2025	2125	2225
	Littlehampton Anchor Springs (dep)	0619	0652	0707	0727	0747	0817	0845	0905	0928	0948	1012		1612	1632	1652	1712	1737	1802	1822	1844	1904	1934	2034	2134	2234
	Bognor Regis High Street Stop R	0650	0725	0747	0807	0831	0857	0921	0941	1005	1025	1045		1645	1705	1727	1747	1810	1834	1849	1909	1929	1959	2059	2159	2259
	Chichester Bus Station (arr)	0713	0759	0823	0848	0908	0928	0948	1008	1028	1048	1108		1708	1728	1750	1810	1833	1853	1909	1929	1949	2019	2119	2219	2319
	Chichester Bus Station stand 9 (dep)	0717	0817	0842	0902	0922	0942	1002	1022	1042	1102	1122		1722	1744	1804		1838	1908			2008	2108	2208		
	Havant Bus Station (arr)	0754	0857	0920	0940	1000	1020	1040	1100	1120	1140	1200		1802	1822	1840		1910	1940			2040	2140	2240		
	Havant Bus Station stand C (dep)	0758	0901	0924	0944	1004	1024	1044	1104	1124	1144	1204		1806	1826	1843		1913	1943			2043	2143			
Portsmouth Hard Interchange	0840	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1840	1900	1924		1954	2024			2124	2224					

Saturdays

These services run as route 21 between Havant and Portsmouth with guaranteed connection and through fares available.

Brighton Old Steine stop T					0635		0655	0715	0730	0745	0800			1420	1440	1500	1520	1540	1610	1640	1700	1740	1850	1945	2050
Worthing Marine Parade stop C	0555		0630	0705	0725	0735	0745	0805	0825	0845	0905			1525	1545	1605	1625	1645	1715	1745	1805	1842	1942	2042	2142
Littlehampton Anchor Springs (arr)	0635		0710	0745	0805	0820	0835	0900	0920	0940	1000			1620	1640	1700	1720	1740	1810	1840	1850	1925	2025	2125	2225
Littlehampton Anchor Springs (dep)	0652	0712	0732	0752	0812	0832	0852	0912	0932	0952	1012			1632	1652	1712	1732	1752	1822	1844	1904	1934	2034	2134	2234
Bognor Regis High Street Stop R	0725	0745	0805	0825	0845	0905	0925	0945	1005	1025	1045			1705	1725	1745	1805	1825	1849	1909	1929	1959	2059	2159	2259
Chichester Bus Station (arr)	0748	0808	0828	0848	0908	0928	0948	1008	1028	1048	1108			1728	1748	1808	1828	1848	1909	1929	1949	2019	2119	2219	2319
Chichester Bus Station stand 9 (dep)	0802	0822	0842	0902	0922	0942	1002	1022	1042	1102	1122			1742	1802		1838	1908			2008	2108	2208		
Havant Bus Station (arr)	0840	0900	0920	0940	1000	1020	1040	1100	1120	1140	1200			1820	1840		1910	1940			2040	2140	2240		
Havant Bus Station stand C (dep)	0844	0904	0924	0944	1004	1024	1044	1104	1124	1144	1204			1824	1843		1913	1943			2043	2143			
Portsmouth Hard Interchange	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240			1900	1924		1954	2024			2124	2224			

These services run as route 23 between Havant and Portsmouth with guaranteed connection and through fares available.

Wick Courtwick Road											0540											0600	0620	0640	0700	0715	0726	0737	0747	
Littlehampton Anchor Springs (arr)											0548											0608	0628	0648	0708	0723	0734	0745	0755	
Littlehampton Anchor Springs (dep)											0550											0610	0630	0650	0710	0725	0737	0749	0759	
Rustington Shops The Street											0600											0620	0640	0700	0720	0736	0748	0800	0810	
East Preston Fairlands											0607											0627	0647	0707	0727	0743	0755	0807	0817	
Ferring War Memorial											0619											0640	0700	0720	0740	0757	0809	0821	0831	
Goring Aldsworth Avenue Shops	0542										0602	0622											0644	0704	0724	0744	0801	0813	0825	0835
Goring Road Wallace Avenue	0547										0607	0627											0650	0710	0730	0750	0808	0820	0832	0842
Worthing Marine Parade stop G (arr)	0555										0616	0636											0700	0720	0740	0800	0820	0832	0844	0854
Worthing Marine Parade stop G (dep)	0445	0505	0525	0545	0557	0604	0612	0620	0628	0638	0643	0650	0657	0705	0715	0725	0735	0745	0755	0805	0815	0825	0837	0849	0859					
South Lancing New Sussex Hotel	0452	0512	0532	0552	0605	0613	0621	0629	0637	0647	0652	0700	0709	0717	0727	0737	0747	0757	0807	0817	0827	0837	0848	0900	0910					
Shoreham High Street	0459	0519	0539	0559	0612	0621	0630	0638	0647	0657	0704	0712	0722	0732	0742	0752	0802	0812	0822	0832	0842	0852	0903	0913	0923					
Portslade A259 Station Road	0507	0527	0547	0607	0620	0630	0639	0647	0657	0707	0716	0725	0735	0745	0755	0805	0815	0825	0835	0845	0855	0905	0915	0925	0935					
Hove King Alfred	0512	0532	0552	0612	0625	0635	0645	0653	0703	0713	0722	0732	0742	0752	0802	0812	0822	0832	0842	0852	0902	0912	0922	0932	0942					
Brighton Churchill Square stop E	0520	0540	0600	0620	0634	0644	0654	0703	0713	0723	0733	0743	0753	0803	0813	0823	0833	0843	0853	0903	0913	0923	0933	0943	0953					
Brighton Old Steine stop Q	0525	0545	0605	0625	0640	0650	0700	0710	0720	0730	0740	0750	0800	0810	0820	0830	0840	0850	0900	0910	0920	0930	0940	0950	1000					

Wick Court	Wick Road	0757	0812	then every 10 mins until	1702	1712	1722	1732	1742	1752	1802	1812	1822	1842	1902	1922											2022			
Littlehampton	Anchor Springs (arr)	0805	0820		1710	1720	1730	1740	1750	1800	1810	1820	1830	1850	1910	1930											2030			
Littlehampton	Anchor Springs (dep)	0809	0824		1714	1724	1734	1744	1754	1804	1814	1824	1834	1854	1914	1934											2034	2134	2234	
	Rustington Shops	The Street	0820		0835	1725	1734	1744	1754	1804	1814	1824	1834	1844	1903	1923	1943											2043	2143	2243
	East Preston	Fairlands	0827		0843	1733	1741	1751	1801	1811	1821	1831	1841	1851	1909	1929	1949											2049	2149	2249
	Ferring	War Memorial	0841		0857	1747	1755	1805	1815	1825	1835	1845	1855	1905	1921	1941	2001											2101	2201	2301
	Goring	Aldsworth Avenue Shops	0845		0901	1751	1759	1809	1819	1829	1839	1849	1859	1909	1925	1945	2005	2025	2045	2105	2125	2145	2205	2225	2245	2305				
	Goring Road	Wallace Avenue	0852		0908	1758	1806	1816	1826	1836	1846	1856	1906	1916	1930	1950	2010	2030	2050	2110	2130	2150	2210	2230	2250	2310				
	Worthing	Marine Parade stop G (arr)	0904		0920	1810	1816	1826	1836	1846	1856	1906	1916	1924	1938	1958	2018	2038	2058	2118	2138	2158	2218	2238	2258	2318				
	Worthing	Marine Parade stop G (dep)	0909		0925	1815		1830	1845		1900		1920		1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300					
	South Lancing	New Sussex Hotel	0920		0935	1825		1840	1855		1910		1930		1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308					
		Shoreham High Street	0933		0946	1836		1851	1906		1921		1940		1957	2017	2037	2057	2117	2137	2157	2217	2237	2257	2317					
		Portslade A259 Station Road	0945		0957	1847		1902	1917		1932		1950		2006	2026	2046	2106	2126	2146	2206	2226	2246	2306	2326					
		Hove King Alfred	0952	1003	1853		1908	1923		1938		1955		2011	2031	2051	2111	2131	2151	2211	2231	2251	2311	2331						
	Brighton	Churchill Square stop E	1003	1013	1903		1918	1933		1948		2003		2019	2039	2059	2119	2139	2159	2219	2239	2259	2319	2339						
		Brighton Old Steine stop Q	1010	1020	1910		1925	1940		1955		2010		2025	2045	2105	2125	2145	2205	2225	2245	2305	2325	2345						

Mondays to Fridays except public holidays



Runs Thursday and Friday nights.

See page 22 for full details.

Wick Courtwick Road
 Littlehampton Anchor Springs (arr)
 Littlehampton Anchor Springs (dep)
 Rustington Shops The Street
 East Preston Fairlands
 Ferring War Memorial
 Goring Aldsworth Avenue Shops
 Goring Road Wallace Avenue
 Worthing Marine Parade stop G (arr)
 Worthing Marine Parade stop G (dep)
 South Lancing New Sussex Hotel
 Shoreham High Street
 Portslade A259 Station Road
 Hove Town Hall
 Brighton Churchill Square stop E
 Brighton Old Steine stop Q

2345	0045	0145	0245
2351	0051	0151	0251
2357	0057	0157	0257
0005	0105	0205	0305
0012	0112	0212	0312
0020	0120	0220	0320
0025	0125	0225	0325

These services
 start from
 Durrington.



Wick Courtwick Road											0645	0705	0720	0735	0755	0805	0815	0825	0835	0845	0855				
Littlehampton Anchor Springs (arr)											0652	0712	0727	0742	0802	0812	0822	0832	0842	0852	0902				
Littlehampton Anchor Springs (dep)											0654	0714	0729	0744	0804	0814	0824	0834	0844	0854	0904				
Rustington Shops The Street											0703	0723	0738	0753	0813	0823	0835	0845	0855	0905	0915				
East Preston Fairlands											0709	0729	0744	0759	0819	0829	0843	0853	0903	0913	0923				
Ferring War Memorial											0721	0741	0756	0811	0831	0841	0857	0907	0917	0927	0937				
Goring Aldsworth Avenue Shops						0645	0705	0725	0745	0800	0815	0825	0835	0845	0854	0901	0911	0921	0931	0941					
Goring Road Wallace Avenue						0651	0711	0731	0751	0806	0821	0831	0841	0851	0900	0908	0918	0928	0938	0948					
Worthing Marine Parade stop G (arr)						0700	0720	0740	0800	0815	0830	0840	0850	0900	0910	0920	0930	0940	0950	1000					
Worthing Marine Parade stop G (dep)	0550	0610	0628	0643	0654	0704	0714	0724	0734	0744	0754	0804	0814	0821	0828	0835	0845	0855	0905	0915	0925	0935	0945	0955	1005
South Lancing New Sussex Hotel	0557	0617	0635	0650	0701	0711	0721	0731	0741	0751	0801	0811	0821	0829	0837	0845	0855	0905	0915	0925	0935	0945	0955	1005	1015
Shoreham High Street	0604	0624	0642	0657	0709	0719	0729	0739	0749	0759	0809	0819	0829	0838	0847	0856	0906	0916	0926	0936	0946	0956	1006	1016	1026
Portslade A259 Station Road	0612	0632	0651	0706	0718	0728	0738	0748	0758	0808	0818	0828	0838	0847	0857	0907	0917	0927	0937	0947	0957	1007	1017	1027	1037
Hove King Alfred	0617	0637	0656	0711	0723	0733	0743	0753	0803	0813	0823	0833	0843	0853	0903	0913	0923	0933	0943	0953	1003	1013	1023	1033	1043
Brighton Churchill Square stop E	0625	0645	0705	0720	0733	0743	0753	0803	0813	0823	0833	0843	0853	0903	0913	0923	0933	0943	0953	1003	1013	1023	1033	1043	1053
Brighton Old Steine stop Q	0630	0650	0710	0725	0740	0750	0800	0810	0820	0830	0840	0850	0900	0910	0920	0930	0940	0950	1000	1010	1020	1030	1040	1050	1100

Saturdays

Wick Courtwick Road	0902	Photo taken on road	1702	1712	1722	1732	1742	1752	1802	1812	1822	1842	1902	1922						2022							
Littlehampton Anchor Springs (arr)	0910		1710	1720	1730	1740	1750	1800	1810	1820	1830	1850	1910	1930						2030							
Littlehampton Anchor Springs (dep)	0914		1714	1724	1734	1744	1754	1804	1814	1824	1834	1854	1914	1934						2034				2134			2234
Rustington Shops The Street	0925		1725	1734	1744	1754	1804	1814	1824	1834	1844	1903	1923	1943						2043				2143			2243
East Preston Fairlands	0933		1733	1741	1751	1801	1811	1821	1831	1841	1851	1909	1929	1949						2049				2149			2249
Ferring War Memorial	0947		1747	1755	1805	1815	1825	1835	1845	1855	1905	1921	1941	2001						2101				2201			2301
Goring Aldsworth Avenue Shops	0951		1751	1759	1809	1819	1829	1839	1849	1859	1909	1925	1945	2005	2025	2045	2105	2125	2145	2205	2225	2245	2305				
Goring Road Wallace Avenue	0958		1758	1806	1816	1826	1836	1846	1856	1906	1916	1930	1950	2010	2030	2050	2110	2130	2150	2210	2230	2250	2310				
Worthing Marine Parade stop G (arr)	1010		1810	1816	1826	1836	1846	1856	1906	1916	1924	1938	1958	2018	2038	2058	2118	2138	2158	2218	2238	2258	2318				
Worthing Marine Parade stop G (dep)	1015		1815			1830	1845			1900			1920			1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	
South Lancing New Sussex Hotel	1025		1825			1840	1855			1910			1930			1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	
Shoreham High Street	1036		1836			1851	1906			1921			1940			1957	2017	2037	2057	2117	2137	2157	2217	2237	2257	2317	
Portslade A259 Station Road	1047		1847			1902	1917			1932			1950			2006	2026	2046	2106	2126	2146	2206	2226	2246	2306	2326	
Hove King Alfred	1053		1853			1908	1923			1938			1955			2011	2031	2051	2111	2131	2151	2211	2231	2251	2311	2331	
Brighton Churchill Square stop E	1103		1903			1918	1933			1948			2003			2019	2039	2059	2119	2139	2159	2219	2239	2259	2319	2339	
Brighton Old Steine stop Q	1110	1910			1925	1940			1955			2010			2025	2045	2105	2125	2145	2205	2225	2245	2305	2325	2345		

Saturdays



See page 22 for full details.

2345	0045	0145	0245
2351	0051	0151	0251
2357	0057	0157	0257
0005	0105	0205	0305
0012	0112	0212	0312
0020	0120	0220	0320
0025	0125	0225	0325

.....These services
start from
Durrington.

Sundays and public holidays

Wick Courtwick Road	0702	0732		52	12	32		1632	1652	1712	1732	1752	1812	1842	1912	
Littlehampton Anchor Springs (arr)	0710	0740		00	20	40		1640	1700	1720	1740	1800	1820	1850	1920	
Littlehampton Anchor Springs (dep)	0714	0744		04	24	44		1644	1704	1724	1744	1804	1824	1854	1924	2054
Rustington Shops The Street	0724	0754		14	34	54		1654	1714	1734	1754	1814	1833	1903	1933	2103
East Preston Fairlands	0731	0801		21	41	01		1701	1721	1741	1801	1821	1839	1909	1939	2109
Ferring War Memorial	0744	0814		34	54	14		1714	1734	1754	1814	1834	1852	1922	1952	2122
Goring Aldsworth Avenue Shops	0720	0748	0818	38	58	18		1718	1738	1758	1818	1838	1856	1926	1956	2126
Goring Road Wallace Avenue	0725	0754	0824	44	04	24		1724	1744	1804	1824	1844	1901	1931	2001	2131
Worthing Marine Parade stop G (arr)	0733	0803	0835	55	15	35		1735	1755	1815	1835	1855	1910	1940	2010	2140
Worthing Marine Parade stop G (dep)	0635	0655	0715	0735	0750	0805	0820	0840	1740	1800	1820	1840	1900	1915	1945	2145
South Lancing New Sussex Hotel	0643	0703	0723	0743	0759	0814	0830	0850	1750	1809	1829	1849	1909	1924	1952	2152
Shoreham High Street	0652	0712	0732	0752	0808	0823	0840	0900	1800	1818	1838	1858	1918	1933	1958	2158
Portslade A259 Station Road	0702	0722	0742	0802	0819	0834	0852	0912	1812	1829	1849	1909	1929	1944	2007	2207
Hove King Alfred	0707	0727	0747	0807	0824	0839	0858	0918	1818	1834	1854	1914	1934	1949	2012	2212
Brighton Churchill Square stop E	0715	0735	0755	0815	0834	0849	0908	0928	1828	1844	1904	1924	1944	1959	2020	2220
Brighton Old Steine stop Q	0720	0740	0800	0820	0840	0855	0915	0935	1835	1850	1910	1930	1950	2005	2025	2225

Mondays to Fridays except public holidays

Brighton Old Steine stop T	0530	0550	0610	0630	0645	0652	0700		1610	1620	1630	1640	1650	1700	1710	1720	1730	1740	1750	1800	1810	1820
Brighton Churchill Square stop D	0535	0555	0615	0635	0650	0659	0709		1619	1629	1639	1649	1659	1709	1719	1729	1739	1749	1759	1809	1819	1829
Hove King Alfred	0543	0603	0623	0643	0658	0709	0719		1629	1639	1649	1659	1709	1719	1729	1739	1749	1759	1808	1818	1828	1838
Portslade A259 Station Road	0548	0608	0628	0648	0704	0716	0726		1636	1646	1656	1706	1716	1726	1736	1746	1756	1806	1814	1823	1833	1843
Shoreham High Street	0558	0618	0638	0658	0715	0730	0740		1650	1700	1710	1720	1730	1740	1750	1800	1810	1820	1828	1835	1845	1855
South Lancing New Sussex Hotel	0605	0625	0645	0705	0724	0738	0748		1658	1708	1718	1728	1738	1748	1758	1808	1818	1828	1836	1843	1853	1903
Worthing Marine Parade stop C (arr)	0615	0635	0655	0715	0735	0750	0800		1710	1720	1730	1740	1750	1800	1810	1820	1830	1840	1848	1855	1905	1915
Worthing Marine Parade stop C (dep)	0525	0545	0605	0620	0640	0700	0720	0740	0755	0805		1715	1725	1735	1745	1755	1805	1815	1825	1842	1902	1922
Goring Road Wallace Avenue	0533	0553	0613	0628	0648	0709	0730	0750	0805	0815		1725	1735	1745	1755	1804	1814	1824	1834	1850	1910	1930
Goring Aldsworth Avenue Shops	0538	0558	0618	0633	0653	0715	0736	0756	0812	0822		1732	1742	1752	1802	1810	1820	1830	1840	1855	1915	1935
Ferring War Memorial	0541	0601	0621	0636	0656	0718	0740	0800	0816	0826		1736	1746	1756	1806	1823	1843	1858	1918	1938		
East Preston Fairlands	0552	0612	0632	0647	0707	0730	0752	0812	0829	0839		1749	1759	1809	1819	1835	1855	1910	1930	1950		
Rustington Shops The Street	0559	0619	0639	0654	0714	0737	0759	0819	0836	0846		1756	1806	1816	1826	1841	1901	1916	1936	1956		
Littlehampton Anchor Springs (arr)	0609	0629	0649	0704	0724	0747	0810	0830	0850	0900		1810	1820	1830	1840	1850	1910	1925	1945	2005		
Littlehampton Anchor Springs (dep)	0613	0633	0653	0708	0728	0749	0814	0834	0854	0904		1814	1824	1834	1844	1854	1914	1927	1947	2007		
Wick Courtwick Road	0619	0639	0659	0714	0734	0755	0820	0840	0900	0910		1820	1830	1840	1850	1900	1920	1932	1952	2012		

then every 10 mins until

These services terminate at Clun Road approximately 3 minutes after this time.

Mondays to Fridays except public holidays

Brighton Old Steine stop T	1830	1840	1850	1900	1910	1920	1930	1945	2000	2015	2030	2050	2110	2130	2150	2210	2230	2250	2310	2330	2350	0030	0130	0230	0330
Brighton Churchill Square stop D	1838	1848	1858	1908	1918	1928	1938	1953	2008	2023	2038	2058	2118	2138	2158	2218	2238	2258	2318	2338	2358	0038	0138	0238	0338
Hove King Alfred	1847	1857	1907	1917	1927	1937	1947	2002	2017	2032	2047	2107	2127	2147	2207	2227	2247	2307	2327	2347	0007				
Portslade A259 Station Road	1852	1902	1912	1922	1932	1942	1952	2007	2022	2037	2052	2112	2132	2152	2212	2232	2252	2312	2332	2352	0012	0052	0152	0252	0352
Shoreham High Street	1904	1912	1922	1932	1942	1952	2002	2017	2032	2047	2102	2122	2142	2202	2222	2242	2302	2322	2341	0001	0021	0101	0201	0301	0401
South Lancing New Sussex Hotel	1912	1920	1930	1940	1950	2000	2010	2025	2040	2055	2110	2130	2150	2210	2230	2250	2310	2330	2347	0007	0027	0107	0207	0307	0407
Worthing Marine Parade stop C (arr)	1922	1930	1940	1950	2000	2010	2020	2035	2050	2105	2120	2140	2200	2220	2240	2300	2320	2340	2355	0015	0035	0115	0215	0315	0415
Worthing Marine Parade stop C (dep)			1942		2002		2022	2042		2107	2122	2142	2202	2222		2302	2322			0015		0115	0215	0315	0415
Goring Road Wallace Avenue			1950		2010		2030	2050		2115	2130	2150	2210	2230		2310	2330			0023		0123	0223	0323	0423
Goring Aldsworth Avenue Shops			1955		2015		2035	2055		2120	2135	2155	2215	2235		2315	2335								
Ferring War Memorial			1958					2058				2158													
East Preston Fairlands			2010					2110				2210													
Rustington Shops The Street			2016					2116				2216													
Littlehampton Anchor Springs (arr)			2025					2125				2225													
Littlehampton Anchor Springs (dep)			2027																						
Wick Courtwick Road			2032																						

This service terminates at Clun Road
approximately 3 minutes after this time.

This service continues to
Durrington as N700

This service
continues
to Durrington
as N700

N700 

Runs Thursday
and Friday nights.

See page 22 for
full details.

These services continue to Durrington
and services highlighted in orange run via
Hove Town Hall instead of King Alfred.

Synonyms

Saturdays

Brighton Old Steine stop T	1750	1800	1810	1820	1830	1840	1850	1900	1910	1920	1930	1945	2000	2015	2030	2050	2110	2130	2150	2210	2230	2250	2310	2330	2350
Brighton Churchill Square stop D	1759	1809	1819	1829	1838	1848	1858	1908	1918	1928	1938	1953	2008	2023	2038	2058	2118	2138	2158	2218	2238	2258	2318	2338	2358
Hove King Alfred	1808	1818	1828	1838	1847	1857	1907	1917	1927	1937	1947	2002	2017	2032	2047	2107	2127	2147	2207	2227	2247	2307	2327	2347	0007
Portslade A259 Station Road	1814	1823	1833	1843	1852	1902	1912	1922	1932	1942	1952	2007	2022	2037	2052	2112	2132	2152	2212	2232	2252	2312	2332	2352	0012
Shoreham High Street	1828	1835	1845	1855	1904	1912	1922	1932	1942	1952	2002	2017	2032	2047	2102	2122	2142	2202	2222	2242	2302	2322	2341	0001	0021
South Lancing New Sussex Hotel	1836	1843	1853	1903	1912	1920	1930	1940	1950	2000	2010	2025	2040	2055	2110	2130	2150	2210	2230	2250	2310	2330	2347	0007	0027
Worthing Marine Parade stop C (arr)	1848	1855	1905	1915	1922	1930	1940	1950	2000	2010	2020	2035	2050	2105	2120	2140	2200	2220	2240	2300	2320	2340	2355	0015	0035
Worthing Marine Parade stop C (dep)		1902		1922		1942		2002		2022	2042		2107	2122	2142	2202	2222			2302	2322			0015	
Goring Road Wallace Avenue		1910		1930		1950		2010		2030	2050		2115	2130	2150	2210	2230			2310	2330			0023	
Goring Aldsworth Avenue Shops		1915		1935		1955		2015		2035	2055		2120	2135	2155	2215	2235			2315	2335				
Ferring War Memorial		1918		1938		1958						2058				2158									
East Preston Fairlands		1930		1950		2010						2110				2210									
Rustington Shops The Street		1936		1956		2016						2116				2216									
Littlehampton Anchor Springs (arr)		1945		2005		2025						2125				2225									
Littlehampton Anchor Springs (dep)		1947		2007		2027																			
Wick Courtwick Road		1952		2012		2032																			

These services terminate at Clon Road approximately 3 minutes after this time.

These services continue to Durrington as Folke.

This service continues to Durrington at 1705.

Saturdays

Brighton Old Steine stop T	0030	0130	0230	0330
Brighton Churchill Square stop D	0038	0138	0238	0338
Hove Town Hall	0045	0145	0245	0345
Portslade A259 Station Road	0052	0152	0252	0352
Shoreham High Street	0101	0201	0301	0401
South Lancing New Sussex Hotel	0107	0207	0307	0407
Worthing Marine Parade stop C (arr)	0115	0215	0315	0415
Worthing Marine Parade stop C (dep)	0115	0215	0315	0415
Goring Road Wallace Avenue	0123	0223	0323	0423
Goring Aldsworth Avenue Shops				
Ferring War Memorial				
East Preston Fairlands				
Rustington Shops The Street				
Littlehampton Anchor Springs (arr)				
Littlehampton Anchor Springs (dep)				
Wick Courtwick Road				

These services continue to Durrington and services highlighted in orange run via Hove Town Hall instead of King Alfred.



Runs Thursday and Friday nights

See page 22 for full details.



Sundays and public holidays

Brighton Old Steine stop T	0725		45	05	25		1625	1645	1705	1725	1745	1805	1825	1845	1900	1915	1935	1955	2010	2030	2100
Brighton Churchill Square stop D	0734		54	14	34		1634	1654	1714	1734	1754	1814	1833	1852	1907	1922	1942	2002	2017	2037	2107
Hove King Alfred	0744		04	24	44		1644	1704	1724	1744	1804	1824	1843	1901	1916	1931	1951	2011	2026	2046	2116
Portslade A259 Station Road	0750		10	30	50		1650	1710	1730	1750	1810	1830	1848	1906	1921	1936	1956	2016	2031	2051	2121
Shoreham High Street	0800		20	40	00		1700	1720	1740	1800	1820	1840	1858	1915	1930	1945	2005	2025	2040	2100	2130
South Lancing New Sussex Hotel	0808		28	48	08		1708	1728	1748	1808	1828	1848	1906	1922	1937	1952	2012	2032	2047	2107	2137
Worthing Marine Parade stop C (arr)	0820		40	00	20		1720	1740	1800	1820	1840	1900	1915	1930	1945	2000	2020	2040	2055	2115	2145
Worthing Marine Parade stop C (dep)	0715	0735	0755	0815	0825		1725	1745	1805	1825	1842	1902		1932		2002		2042		2117	
Goring Road Wallace Avenue	0723	0743	0803	0823	0835		1735	1755	1815	1835	1850	1910		1940		2010		2050		2125	
Goring Aldsworth Avenue Shops	0728	0748	0808	0828	0842		1742	1802	1822	1842	1855	1915		1945		2015		2055		2130	
Ferring War Memorial	0731	0751	0811	0831	0846		1746	1806	1826	1846		1918				2018					
East Preston Fairlands	0743	0803	0823	0843	0900		1800	1820	1840	1900		1930				2030					
Rustington Shops The Street	0750	0810	0830	0850	0907		1807	1827	1847	1907		1937				2037					
Littlehampton Anchor Springs (arr)	0800	0820	0840	0900	0920		1820	1840	1900	1920		1950				2050					
Littlehampton Anchor Springs (dep)	0804	0824	0844	0904	0924		1824	1844	1904	1924											
Wick Courtwick Road	0810	0830	0850	0910	0930		1830	1850	1910	1930											

These services terminate at Clon Road
approximately 3 minutes after this time.

Sundays and public holidays

Brighton Old Steine stop T	2130	2200	2230
Brighton Churchill Square stop D	2137	2207	2237
Hove King Alfred	2146	2216	2246
Portslade A259 Station Road	2151	2221	2251
Shoreham High Street	2200	2230	2300
South Lancing New Sussex Hotel	2207	2237	2307
Worthing Marine Parade stop C (arr)	2215	2245	2315
Worthing Marine Parade stop C (dep)	2217		
Goring Road Wallace Avenue	2225		
Goring Aldsworth Avenue Shops	2230		

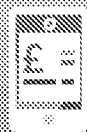
Everything you love about stagecoachbus.com
on the new **Stagecoach Bus App**



Plan your journey



Track your bus



Mobile tickets



Download the
Stagecoach Bus App



Search Stagecoach Bus

Mondays to Fridays except public holidays

Brighton Old Steine stop T	0530	0550	0630	0645	0700	0720	0740	0800	then every 20 mins until	1400	1420	1440	1500	1530	1550	1610	1640	1700	1740	1850	1945	2050			
Worthing Marine Parade stop C	0525	0545	0605	0620	0640	0720	0740	0805		0825	0845	0905	1505	1525	1545	1605	1635	1655	1715	1745	1805	1842	1942	2042	2142
Littlehampton Anchor Springs (arr)	0609	0629	0649	0704	0724	0810	0830	0900		0920	0940	1000	1600	1620	1640	1700	1730	1750	1810	1840	1850	1925	2025	2125	2225
Littlehampton Anchor Springs (dep)	0619	0652	0707	0727	0747	0817	0845	0905		0928	0948	1012	1612	1632	1652	1712	1737	1802	1822	1844	1904	1934	2034	2134	2234
Bognor Regis High Street stop R	0650	0725	0747	0807	0831	0857	0921	0941		1005	1025	1045	1645	1705	1727	1747	1810	1834	1849	1909	1929	1959	2059	2159	2259
Chichester Bus Station (arr)	0713	0759	0823	0848	0908	0928	0948	1008		1028	1048	1108	1708	1728	1750	1810	1833	1853	1909	1929	1949	2019	2119	2219	2319
Chichester Bus Station stand 9 (dep)	0717	0817	0842	0902	0922	0942	1002	1022		1042	1102	1122	1722	1744	1804		1838	1908			2008	2108	2208		
Havant Bus Station (arr)	0754	0857	0920	0940	1000	1020	1040	1100		1120	1140	1200	1802	1822	1840		1910	1940			2040	2140	2240		
Havant Bus Station stand C (dep)	0758	0901	0924	0944	1004	1024	1044	1104		1124	1144	1204	1806	1826	1843		1913	1943			2043	2143			
Portsmouth Hard Interchange	0840	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1840	1900	1924		1954	2024			2124	2224				

Saturdays

These services run as route 23 between Havant and Portsmouth with guaranteed connection and through fares available.

Brighton Old Steine stop T				0635		0655	0715	0730	0745	0800		1420	1440	1500	1520	1540	1610	1640	1700	1740	1850	1945	2050
Worthing Marine Parade stop C	0555		0630	0705	0725	0735	0745	0805	0825	0845	0905	1525	1545	1605	1625	1645	1715	1745	1805	1842	1942	2042	2142
Littlehampton Anchor Springs (arr)	0635		0710	0745	0805	0820	0835	0900	0920	0940	1000	1620	1640	1700	1720	1740	1810	1840	1850	1925	2025	2125	2225
Littlehampton Anchor Springs (dep)	0652	0712	0732	0752	0812	0832	0852	0912	0932	0952	1012	1632	1652	1712	1732	1752	1822	1844	1904	1934	2034	2134	2234
Bognor Regis High Street stop R	0725	0745	0805	0825	0845	0905	0925	0945	1005	1025	1045	1705	1725	1745	1805	1825	1849	1909	1929	1959	2059	2159	2259
Chichester Bus Station (arr)	0748	0808	0828	0848	0908	0928	0948	1008	1028	1048	1108	1728	1748	1808	1828	1848	1909	1929	1949	2019	2119	2219	2319
Chichester Bus Station stand 9 (dep)	0802	0822	0842	0902	0922	0942	1002	1022	1042	1102	1122	1742	1802		1838	1908			2008	2108	2208		
Havant Bus Station (arr)	0840	0900	0920	0940	1000	1020	1040	1100	1120	1140	1200	1820	1840		1910	1940			2040	2140	2240		
Havant Bus Station stand C (dep)	0844	0904	0924	0944	1004	1024	1044	1104	1124	1144	1204	1824	1843		1913	1943			2043	2143			
Portsmouth Hard Interchange	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1900	1924		1954	2024			2124	2224			

These services run as route 23 between Havant and Portsmouth with guaranteed connection and through fares available.

		Sundays and public holidays															
Brighton Old Steine stop T		0745	0805	0845		05	45		1405	1445	1505	1545	1605	1625	1645	1805	1915
Worthing Marine Parade stop C		0715	0755	0815	0845	0905	0945		1505	1545	1605	1645	1705	1725	1745	1902	2002
Littlehampton Anchor Springs (arr)		0800	0840	0900	0940	1000	1040		1600	1640	1700	1740	1800	1820	1840	1950	2050
Littlehampton Anchor Springs (dep)		0815	0845	0915	0945	1015	1045		1615	1645	1715	1745	1815	1835	1855	1955	2055
Bognor Regis High Street stop R		0846	0916	0946	1016	1046	1116		1646	1716	1746	1816	1846	1906	1922	2022	2122
Chichester Bus Station (arr)		0909	0939	1009	1039	1109	1139		1709	1739	1809	1839	1909	1929	1943	2043	2143
Chichester Bus Station stand 9 (dep)		0930	1000	1030	1100	1130	1200		1730	1743	1815	1845	1915	2000			
Havant Bus Station (arr)		1008	1038	1108	1138	1208	1238		1808		1848	1918	1948	2033			
Havant Bus Station stand C (dep)		1012	1042	1112	1142	1212	1242		1812		1853	1923	1953				
Portsmouth Hard Interchange		1048	1118	1148	1218	1248	1318		1848		1934	2004	2034				

⁴This service has a connection that requires a change of bus.

Copyright 2006 by The McGraw-Hill Companies, Inc. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without prior written permission from The McGraw-Hill Companies, Inc. This publication is intended for use with the McGraw-Hill Companies' *Engineering Mechanics: Statics*, 7th Edition, and is not to be used in any other manner.

Mondays to Fridays except public holidays

Portsmouth Hard Interchange	0545	0605	0625	0647	0707	0727	0752		1352	1412	1432	1452	1512	1532	1552	1612	1632	1652	1812	1852	1941					
Havant Bus Station (arr)	0616	0636	0656	0724	0744	0804	0830		1430	1450	1510	1530	1550	1610	1630	1650	1710	1730	1850	1924	2022					
Havant Bus Station stand H (dep)	0602	0618	0638	0658	0728	0748	0808	0834		1434	1454	1514	1534	1554	1614	1634	1654	1714	1734	1854	1926	2026				
Chichester Bus Station (arr)	0634	0654	0714	0734	0810	0830	0850	0913	then every 20 mins until	1513	1533	1553	1613	1633	1653	1713	1733	1753	1813	1928	1958	2058				
Chichester Bus Station stand 8 (dep)	0520	0551	0611	0626	0646	0706	0728	0756	0824	0844	0905	0927		1527	1547	1607	1627	1647	1707	1727	1747	1807	1827	1932	2032	2132
Bognor Regis High Street stop C	0543	0615	0635	0651	0711	0731	0757	0825	0853	0913	0934	0956		1556	1617	1637	1659	1721	1743	1802	1820	1837	1852	1954	2054	2154
Littlehampton Anchor Springs (arr)	0610	0642	0702	0722	0742	0808	0834	0900	0923	0943	1006	1026		1626	1647	1707	1732	1752	1813	1832	1850	1905	1920	2020	2120	2220
Littlehampton Anchor Springs (dep)	0630	0650	0710	0737	0749	0824	0844	0914	0934	0954	1014	1034		1634	1654	1714	1744	1804	1824	1854		1914	1934	2034	2134	2234
Worthing Marine Parade stop G	0725	0745	0805	0837	0849	0925	0945	1015	1035	1055	1115	1135		1735	1755	1815	1845	1900	1920	1940		2000	2020	2120	2220	2318
Brighton Old Steine	0830	0850	0910	0940	0950	1020	1040	1110	1130	1150	1210	1230		1830	1850	1910	1940	1955	2010	2025		2045	2105	2205	2225	

Saturdays

Portsmouth Hard Interchange								0647				0727			0752																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																</
-----------------------------	--	--	--	--	--	--	--	------	--	--	--	------	--	--	------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

Sundays and public holidays

Portsmouth Hard Interchange	0730						00	30	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830
Havant Bus Station (arr)	0808						38	08	1438	1508	1538	1608	1638	1708	1738	1808	1838	1908
Havant Bus Station stand H (dep)	0718	0748	0812				42	12	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912
Chichester Bus Station (arr)	0751	0821	0851				21	51	1521	1551	1621	1651	1721	1751	1821	1851	1921	1951
Chichester Bus Station stand 8 (dep)	0640	0710	0740	0800	0830	0900	30	00	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000
Bognor Regis High Street stop C	0702	0732	0802	0829	0859	0929	59	29	1559	1629	1659	1729	1759	1824	1854	1924	1954	2024
Littlehampton Anchor Springs (arr)	0729	0759	0829	0859	0929	0959	29	59	1629	1659	1729	1759	1829	1849		1949		2049
Littlehampton Anchor Springs (dep)	0744	0804	0844	0904	0944	1004	44	04	1644	1704	1744	1804		1854		1954		2054
Worthing Marine Parade stop G	0840	0900	0940	1000	1040	1100	40	00	1740	1800	1840	1900		1945		2045		2145
Brighton Old Steine	0935	0955	1035	1055	1135	1155	35	55	1835	1850	1930	1950		2025		2125		2225

These services continue to Yateley.

Coastliner runs on these routes between Portsmouth and Brighton. Some routes may be made in Chichester bus station and on Littlehampton Anchor Springs by changing buses. Commuting buses are up to every 20 minutes for every 20 minutes on weekdays. Ask your driver on the day if you need a transfer.

APPENDIX K

Train Service Timetables & Network Maps



SERVICES AND FACILITIES

This is a general guide to the basic daily services.
Not all trains stop at all stations on each coloured line, so please check the timetable.

	REGULAR SERVICE	LIMITED SERVICE
Gatwick Express		
Great Northern		
Southern		
Thameslink		

Other train operators may provide additional services along some of our routes.

Other train operators' routes

Bus links

Faygate*

Interchange stations

Interchange with London Underground

Interchange with London Overground

Interchange with London Tramlink

Interchange with Eurostar

Interchange with other operators' train services

Interchange with Airports

Ferry service routes

Hovercraft service routes

ACCESSIBILITY

Step-free access between the street and all platforms

Some step-free access between the street and platforms

Step-free access is available in the direction of the arrow

No step-free access between the street and platforms

Notes:
Platform access points may vary and there may not be step-free access to or between all station areas or facilities. Access routes may be unsuitable for unassisted wheelchair users owing to the gradient of ramps or other reasons.

We want to be able to offer you the best possible assistance, so we ask you to contact us in advance of your journey if possible. We will always try to offer the best possible service. However, the shorter notice we receive, the less time we have to make arrangements and there may be a delay in you receiving assistance.

Gatwick Express and Southern Assisted Travel: 0800 138 1016
Thameslink and Great Northern Assisted Travel: 0800 058 2844
For most up-to-date station facilities see www.nationalrail.co.uk

STAFF AVAILABILITY

On-train or station staff available at all times

On-train or station staff available at certain times only

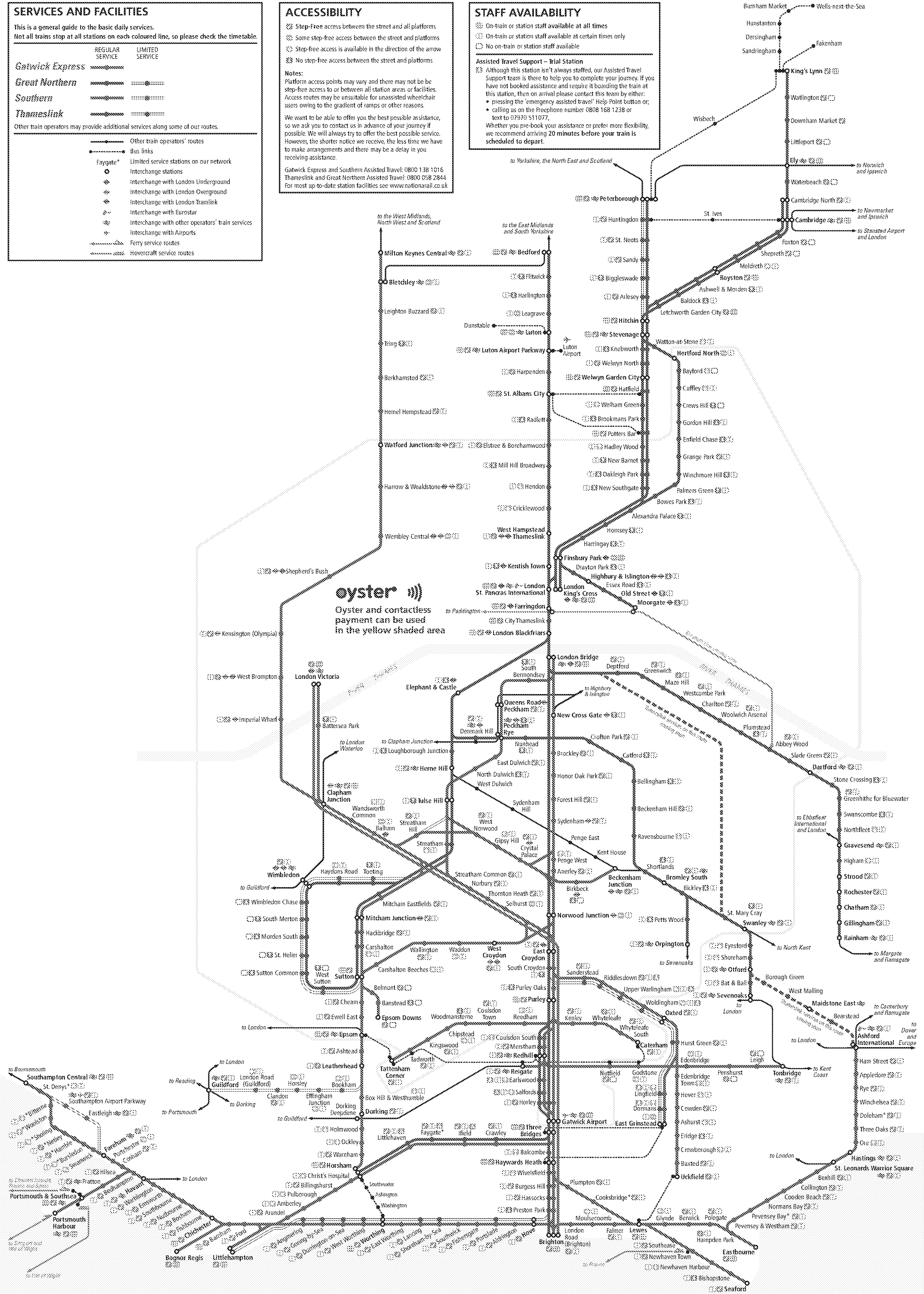
No on-train or station staff available

Assisted Travel Support – Trial Station

Although this station isn't always staffed, our Assisted Travel Support team is there to help you to complete your journey. If you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:

- pressing the 'emergency assisted travel' Help Point button or;
- calling us on the Freephone number 0808 168 1238 or text to 07970 511077.

Whether you pre-book your assistance or prefer more flexibility, we recommend arriving 20 minutes before your train is scheduled to depart.



Notes & Symbols

n	Change at Portsmouth & Southsea
h	Change at Fratton
r	Change at East Croydon & Haywards Heath
s	Stops to set down only
A	To Bedford
B	From Great Malvern
C	From Romsey
D	From Cardiff Central
E	To Littlehampton & Ore.
F	Train divides at Haywards Heath
G	To Great Malvern
H	From Bedford
J	To Littlehampton & Eastbourne.
M	Train divides at Haywards Heath
K	To Bristol Temple Meads
L	To Littlehampton & Hastings.
N	Train divides at Haywards Heath
P	To Bognor Regis & Eastbourne.
Q	Train divides at Haywards Heath
R	To Worthing & Hastings.
T	Train divides at Haywards Heath
S	To Worthing & Eastbourne.
P	Train divides at Haywards Heath
Q	To Chichester & Eastbourne.
R	Train divides at Haywards Heath
S	To Cardiff Central
T	To Portsmouth Harbour & Littlehampton.
S	Train divides at Worthing
TS	Service operates Tuesdays to Fridays only

A	To Beclford
B	From Great Malvern
C	From Romsey
D	From Cardiff Central
E	To Littlehampton & Ore.
	Train divides at Haywards Heath
F	To Great Malvern
G	From Beclford
H	To Littlehampton & Eastbourne.
	Train divides at Haywards Heath
J	To Bristol Temple Meads
K	To Littlehampton & Hastings.
	Train divides at Haywards Heath
L	To Bognor Regis & Eastbourne.
	Train divides at Haywards Heath
M	To Worthing & Hastings.
	Train divides at Haywards Heath
N	To Worthing & Eastbourne.
	Train divides at Haywards Heath
P	To Chichester & Eastbourne.
	Train divides at Haywards Heath
Q	To Cardiff Central
R	To Portsmouth Harbour & Littlehampton.
	Train divides at Worthing

a	Arrival Time
b	Change at Hove
c	Change at East Croydon
e	Change at Barnham
f	Change at Littlehampton
g	Change at Haywards Heath
h	Change at Havant & Chichester
j	Change at Chichester
k	Change at Havant

TS Service operates Tuesdays to Fridays only

j Change at Chichester
k Change at Havant

j Change at Chichester
k Change at Havant

London TravelWatch, www.londontravelwatch.org.uk

Operator		SN	SN	SN	SN	SN	TL	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities																															
Notes																															
Southern Central	a		08 26						09 26						10 26				11 26										12 29		
Portsmouth Harbour	d		08 45k			09 23n			09 45k				10 23n		10 45k			11 29		11 45k							12 29		12 45k		
Portsmouth & Southsea	b		08 50k			09 33			09 50k				10 33		10 50k			11 33		11 50k							12 33		12 50k		
Fratton	d		08 54k			09 37			09 54k				10 37		10 54k			11 37		11 54k							12 37		12 54k		
Havant	d		09 11			09 46			10 10				10 46		11 10			11 46		12 10							12 46		13 10		
Chichester	d		09 23			10 00			10 22				11 00		11 22			12 00		12 22							13 00		13 22		
Bognor Regis	d		09 05e						10 05e				10 56e		11 05e			11 56e		12 05e							12 56e		13 05e		
Barnham	d		09 31			10 09			10 31				11 09		11 31			12 09		12 31							13 09		13 31		
Littlehampton	d			09 44			10 14			10 44						11 44			12 14		12 44						13 14		13 44		
Angmering	d		09 43	09 53		10 19	10 23		10 43	10 53			11 19	11 23		11 43	11 53		12 19	12 23		12 43	12 53			13 19	13 23		13 43	13 53	
Goring-by-Sea	d		09 47	09 57		10 27			10 47	10 57			11 27		11 47	11 57			12 27		12 47	12 57				13 27		13 47	13 57		
Durrington-on-Sea	d		09 50	09 59		10 29			10 50	10 59			11 29		11 50	11 59			12 29		12 50	12 59				13 29		13 50	13 59		
West Worthing	a	09 42	09 52	10 02	10 12		10 32	10 42	10 52	11 02	11 12		11 32	11 42	11 52	12 02	12 12		12 32	12 42	12 52	13 02	13 12			13 32	13 42	13 52	14 02	14 12	
Worthing	a	09 45	09 55	10 04	10 15	10 26	10 34	10 45	10 55	11 04	11 15	11 26	11 34	11 45	11 55	12 04	12 15	12 26	12 34	12 45	12 55	13 04	13 15	13 26	13 34	13 45	13 55	14 04	14 15	14 15	
Worthing	a	09 45	09 56	10 05	10 15	10 26	10 35	10 45	10 56	11 05	11 15	11 26	11 35	11 45	11 56	12 05	12 15	12 26	12 35	12 45	12 56	13 05	13 15	13 26	13 35	13 45	13 56	14 05	14 15	14 15	
East Worthing	d	09 48			10 18			10 48			11 18			11 48			12 18		12 48			13 18				13 48					
Lancing	d	09 51	10 00		10 21	10 30	10 39	10 51	11 00		11 21	11 30	11 39	11 51	12 00		12														

[illegible]

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	GW	SN	SN	SN		SN	SN	SN	SN		SN	SN	SN	GW			
Facilities		I	I	I		I		I	I			I		I				I	I	I	I		I	I		I			
Notes																										B			
Southern Central	d	14 26					15 26						16 26					17 26					18 26			19 26			
Portsmouth Harbour	d				15 29		15 45k			16 29			16 45k			17 29		17 45k			18 29		18 45k			19 29			
Portsmouth & Southsea	d				15 33		15 50k			16 33			16 50k			17 33		17 50k			18 33		18 50k			19 33			
Fratton	d				15 37		15 54k			16 37			16 54k			17 37		17 54k			18 37		18 54k			19 37			
Havant	d	15 13			15 46		16 10			16 46			17 10			17 46		18 10			18 46		19 10			19 46			
Chichester	d	15 25			16 00		16 22			17 00			17 22			18 00		18 22			19 00		19 22			20 00			
Bognor Regis	d				15 56e		16 05e			16 56e			17 05e			17 56e		18 05e			18 56e		19 05e			19 56e			
Barnham	d	15 33			16 09		16 31			17 09			17 31			18 09		18 31			19 09		19 31			20 09			
Littlehampton	d		15 44		16 14			16 44			17 14			17 44			18 14		18 44			19 14			19 44				
Angering	d	15 45	15 53		16 19	16 23		16 43	16 53		17 19	17 23		17 43	17 53		18 19	18 23		18 43	18 53		19 19	19 23		19 43	19 53		
Goring-by-Sea	d	15 49	15 57			16 27		16 47	16 57			17 27		17 47	17 57			18 27		18 47	18 57		19 27			19 47	19 57		
Durrington-on-Sea	d	15 52	15 59			16 29		16 50	16 59			17 29		17 50	17 59			18 29		18 50	18 59		19 29			19 50	19 59		
West Worthing	d	15 54	16 02	16 12		16 32	16 42	16 52	17 02	17 12		17 32	17 42	17 52	18 02	18 12		18 32	18 43	18 52	19 02	19 12		19 32	19 42	19 52	20 02	20 12	20 26
Worthing	a	15 57	16 04	16 15	16 26	16 34	16 45	16 55	17 04	17 15	17 26	17 34	17 45	17 55	18 04	18 15	18 26	18 34	18 46	18 55	19 04	19 15	19 26	19 34	19 45	19 55	20 04	20 15	20 26
Worthing	d	15 57	16 05	16 15	16 26	16 35	16 45	16 56	17 05	17 15	17 26	17 35	17 45	17 56	18 05	18 15	18 26	18 35	18 46	18 56	19 05	19 15	19 26	19 35	19 45	19 56	20 05	20 15	20 26
East Worthing	d				16 18		16 48			17 18			17 48			18 18		18 49			19 18				19 48			20 18	
Lancing	d	16 01			16 21	16 30	16 39	16 51	17 00		17 21	17 30	17 39	17 51	18 00		18 21	18 30	18 39	18 52	19 00		19 21	19 30	19 39	19 51	20 00	20 21	20 30
Shoreham-by-Sea	d	16 06	16 12		16 26	16 35	16 43	16 56	17 05	17 12	17 26	17 35	17 43	17 56	18 05	18 12	18 26												

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities	1																
Notes																	
Southampton Central	d			19 26							20 26				21 13	21 32k	
Portsmouth Harbour	u			19 45k			20 29				20 45k				21 19k	22 15	22 40
Portsmouth & Southsea	u			19 50k			20 33				20 48k				21 24k	22 19	22 44
Fratton	d			19 54k			20 37				20 52k				21 28k	22 23	22 48
Havant	d			20 10			20 46				21 10				21 56	22 35	23 00
Chichester	d			20 22			21 00				21 22				22 07	22 49	23 10
Bognor Regis	d			20 05a			20 56a				21 05a				22 06a	22 35a	
Barnham	d			20 31			21 09				21 31				22 16	22 58	23 19
Littlehampton	d	20 14			20 44			21 14				21 44			22 33		23 42
Angmering	d	20 23		20 43	20 53		21 19	21 23			21 43	21 53			22 42	23 09	23 51
Goring-by-Sea	d	20 27		20 47	20 57			21 27			21 47	21 57			22 46	23 13	23 55
Durrington-on-Sea	d	20 29		20 50	20 59			21 29			21 50	21 59			22 49	23 16	23 57
West Worthing	d	20 32	20 42	20 52	21 02	21 12		21 32	21 42		21 52	22 02	22 12	22 42	22 51	23 18	23 59
Worthing	a	20 34	20 45	20 55	21 04	21 15	21 26	21 34	21 45		21 55	22 04	22 15	22 45	22 54	23 21	00 02
Worthing	d	20 35	20 45	20 56	21 05	21 15	21 26	21 35	21 45		21 56	22 05	22 15	22 45	22 54	23 21	00 03
East Worthing	d			20 48			21 18				21 48			22 18	22 48	22 57	23 04
Lancing	d	20 39	20 51	21 00		21 21	21 30	21 39	21 51		22 00		22 21	22 51	23 00	23 27	00 09
Shoreham-by-Sea	d	20 43	20 56	21 05	21 12	21 26	21 35	21 43	21 56		22 05	22 12	22 26	22 56	23 04	23 32	01 13
Southwick	d			20 59	21 08		21 29	21 38			21 59	22 08		22 29	22 59	23 07	23 35
Fishergate	d			21 01			21 31				22 01			22 31	23 01	23 09	23 37
Portslade	d	20 48	21 04	21 11	21 17	21 34	21 42	21 48	22 04	22 11	22 17	22 24	23 04	23 11	23 39	00 21	
Aldrington	d			21 06			21 36				22 06			22 36	23 06	23 13	23 42
Hove	a	20 51	21 08	21 15	21 20	21 38	21 45	21 51	22 08	22 15	22 20	22 38	23 08	23 15	23 44	00 25	
Brighton	10	a	21 01b	21 14	21 21	21 31b	21 44	21 51	22 01b	22 14	22 21	22 31b	22 44	23 14	23 20	23 49	00 30
Haywards Heath	a	21 10				21 36					22 10			22 36			
Gatwick Airport	+	a	21 26			21 57					22 27			22 56			
East Croydon	u	a	21 41			22 12					22 42			23 11			
London Bridge	+	a	22 04c			22 34c					23 04c			23 34c			
Clapham Junction	10	a	21 51			22 22					22 52			23 21			
London Victoria	10	+	a	21 59		22 29					23 00			23 29			

[illegible]

Operator	Facilities	Notes	SN	SN	SN	GW	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN		
			□	□	□	◇	□																					
						D																						
Southampton Central	11	d				14.30	15.06			15.30			16.30			17.30			18.30			19.28	19.23		20.28	21.30		
Portsmouth Harbour		d	14.14			14.32k	15.01k		15.14	15.32k	16.14		16.32k	17.06g		17.32k	18.14		18.32k	19.08g		19.32k		20.14	20.32k	21.14	21.32k	22.01
Portsmouth & Southsea		d	14.18			14.37k	15.05k		15.18	15.37k	16.18		16.37k	17.12g		17.37k	18.18		18.37k	19.12g		19.37k		20.18	20.37k	21.18	21.37k	22.05
Fratton		d	14.22			14.41k	15.09k		15.22	15.41k	16.22		16.41k	17.22		17.41k	18.22		18.41k	19.22		19.41k		20.22	20.41k	21.22	21.41k	22.09
Havant		d	14.33			15.10	15.43		15.33	16.10	16.33		17.10	17.33		18.10	18.33		19.10	19.33		20.11	20.04	20.33	21.10	21.33	22.10	22.17
Chichester		d	14.53			15.22	15.58		15.53	16.22	16.53		17.22	17.53		18.22	18.53		19.22	19.53		20.22	20.16	20.53	21.22	21.53	22.22	22.32
Bognor Regis		d	14.31e			15.00e	15.31e		16.02e		16.31e		17.00e	17.31e		18.00e	18.31e		19.00e	19.31e		20.00e		20.31e	21.00e	21.31e	22.00e	22.29e
Barnham		d	15.02			15.31	16.06		16.14	16.31	17.02		17.31	18.02		18.31	19.02		19.31	20.02		20.30	20.24	21.02	21.31	22.02	22.31	22.40
Littlehampton		d		15.14				16.14				17.14			18.14			19.14			20.14			21.15	21.45			22.55
Angmering		d	15.14	15.23	15.43			16.23	16.27	16.43	17.14	17.23	17.43	18.14	18.23	18.43	19.14	19.23	19.43	20.14	20.23		20.36	21.25	21.55	22.14	22.43	23.05
Goring-by-Sea	d	15.18	15.27	15.47			16.27	16.31	16.47	17.18	17.27	17.47	18.18	18.27	18.47	19.18	19.27	19.47	20.18	20.27		20.40	21.29	21.59	22.18	22.47	23.09	
Durrington-on-Sea	d	15.20	15.29	15.49			16.29	16.33	16.49	17.20	17.29	17.49	18.20	18.29	18.49	19.20	19.29	19.49	20.20	20.29		20.42	21.32	22.02	22.20	22.49	23.11	
West Worthing	d	15.23	15.32	15.52			16.32	16.36	16.52	17.23	17.32	17.52	18.23	18.32	18.52	19.23	19.32	19.52	20.23	20.32		20.45	21.34	22.04	22.23	22.52	23.14	
Worthing	a	15.25	15.34	15.54	16.23	16.34	16.38	16.54	17.25	17.34	17.54	18.25	18.34	18.54	19.25	19.34	19.54	20.25	20.34	20.50	20.47	21.37	22.07	22.25	22.54	23.16		
Worthing	d	15.26	15.35	15.55	16.24	16.35	16.39	16.55	17.26	17.35	17.55	18.26	18.35	18.55	19.26	19.35	19.55	20.26	20.35	20.51	20.56	21.37	22.07	22.26	22.55	23.17		
East Worthing	d	15.28		15.57			16.41	16.57	17.28		17.57	18.28		18.57	19.28		19.57	20.28			20.59	21.40	22.10	22.28	22.57	23.19		
Lancing	d	15.31	15.39	16.00			16.39	16.44	17.00	17.31	17.39	18.00	18.31	18.39	19.00	19.31	19.39	20.00	20.31	20.39		21.02	21.43	22.13	22.31	23.00	23.22	
Shoreham-by-Sea	d	15.36	15.43	16.05	16.31	16.43	16.48	17.05	17.36	17.43	18.05	18.36	18.43	19.05	19.36	19.43	20.05	20.36	20.43	20.57	21.06	21.47	22.17	22.36	23.05	23.27		
Southwick	d	15.39		16.08			16.51	17.08	17.39		18.08	18.39		19.08	19.39		20.08	20.39			21.09	21.50	22.20	22.39	23.08	23.30		
Fishergate	d	15.41		16.10			16.53	17.10	17.41		18.10	18.41		19.10	19.41		20.10	20.41			21.11	21.52	22.22	22.41	23.10	23.32		
Portslade	d	15.43	15.48	16.12		16.48	16.55	17.12	17.43	17.48	18.12	18.43	18.48	19.12	19.43	19.48	20.12	20.43	20.48		21.13	21.54	22.24	22.43	23.12	23.34		
Aldrington	d	15.45		16.14			16.58	17.14	17.45		18.14	18.45		19.14	19.45		20.14	20.45			21.16	21.57	22.27	22.45	23.14	23.36		
Hove	a	15.47	15.51	16.16	16.37	16.51	17.00	17.16	17.47	17.51	18.16	18.47	18.51	19.16	19.47	19.51	20.16	20.47	20.51	21.05	21.18	21.59	22.29	22.47	23.16	23.38		
Brighton	10	d	15.52	16.03b	16.22	16.44	17.04	17.22	17.52	18.03b	18.22	18.52	19.03b	19.22	19.52	20.03b	20.22	20.52	21.03b	21.21	21.22	22.04	22.24	22.52	23.22	23.43		
Haywards Heath	10	a		16.08				17.08			18.08			19.08			20.08			21.08								
Gatwick Airport		a		16.24				17.24			18.24			19.24			20.24			21.24								
East Croydon		a		16.40				17.40			18.40			19.40			20.40			21.40								
London Bridge		0	a		17.02c			18.02c			19.02c			20.02c			21.02c			22.02c								
Clapham Junction		10	a		16.50			17.50			18.50			19.50			20.50			21.50								
London Victoria	10	0	a		16.58			17.58			18.58			19.58			20.58			21.58								

Operator Facilities		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN		
Notes																														
London Victoria	10 d			18 24			18 54	19 16		19 46		20 16		20 46		21 16		21 46		22 16	22 46		23 16	00 02						
Clapham Junction	10 d			18 32			19 02	19 23		19 53		20 23		20 53		21 23		21 53		22 23	22 53		23 23	00 09						
London Bridge	d			18 21c			18 51c	19 15c		19 35c		20 15c		20 35c		21 15c		21 35c		22 15c	22 35c		23 15c	23 47c						
East Croydon	a+d			18 41			19 11	19 33		20 03		20 33		21 03		21 33		22 03		22 33	23 03		23 33	00 24						
Gatwick Airport	+d			18 57			19 27	19 50		20 20		20 50		21 20		21 50		22 20		22 50	23 20		23 54	00 44						
Haywards Heath	d			19 10			19 40	20 05		20 38		21 05		21 38		22 05		22 38		23 05	23 38		00 09	01 02						
Brighton	10	d	19 02	19 10	19 22b	19 32	19 40	19 52b	20 02	20 09b	20 21	20 32	20 39b	20 51	21 02	21 09b	21 21	21 32	21 39b	21 51	22 02	22 09b	22 32	22 39b	22 57	23 09b	23 42b	00 04	00 12b	01 16b
Hove	d	19 07	19 14	19 31	19 37	19 44	20 01	20 07	20 22	20 25	20 36	20 52	20 55	21 07	21 22	21 25	21 37	21 52	21 55	22 07	22 22	22 37	22 52	23 01	23 22	23 52	00 09	00 26	01 16b	
Aldrington	d			19 16			19 46			20 27		20 57		21 27		21 57		22 27		22 57		23 27		00 11						
Portslade	d	19 10	19 19	19 34	19 40	19 49	20 04	20 10	20 25	20 30	20 39	20 55	21 00	21 10	21 25	21 30	21 40	21 55	22 00	22 10	22 25	22 41	22 55	23 06	23 25	23 55	00 14	00 29	01 28s	
Fishergate	d			19 21			19 51			20 32		21 02		21 32		22 02		22 43		23 08				00 16						
Southwick	d	19 13	19 23		19 43	19 53			20 34	20 42	20 58	21 04	21 13	21 28	21 34	21 43	21 58	22 04	22 13	22 28	22 45	22 58	23 10	23 28	23 58	00 18	00 32	01 31s		
Shoreham-by-Sea	d	19 16	19 27	19 39	19 47	19 57	20 09	20 16	20 30	20 38	20 46	21 02	21 08	21 16	21 32	21 38	21 46	22 02	22 06	22 16	22 32	22 49	23 02	23 14	23 32	00 02	00 22	00 36	01 34s	
Lancing	d	19 20	19 31	19 44	19 51	20 01	20 14	20 20	20 34	20 42	20 50	21 06	21 12	21 20	21 36	21 42	21 50	22 06	22 12	22 20	22 36	22 53	23 06	23 18	23 36	00 06	00 26	00 40	01 38s	
East Worthing	d		19 34		20 04				20 45		21 15		21 45		22 15		22 45		23 15		23 45		24 15				00 29			
Worthing	a	19 24	19 36	19 48	19 55	20 06	20 18	20 24	20 38	20 48	20 54	21 10	21 18	21 24	21 40	21 48	21 54	22 10	22 18	22 24	22 40	22 58	23 10	23 24	23 40	00 11	00 31	00 45	01 43	
Worthing	d	19 25	19 37	19 48	19 56	20 07	20 18	20 25	20 39	20 48	20 55	21 11	21 18	21 25	21 41	21 48	21 55	22 11	22 18	22 25	22 41	22 59	23 11	23 24	23 41		00 32			
West Worthing	d		19 39a	19 51	19 58	20 09a	20 21	20 27	20 41	20 51a	20 57	21 13	21 21a	21 27	21 43	21 51a	21 57	22 13	22 21a	22 27	22 43	23 01	23 13	23 27a	23 43		00 34a			
Durrington-on-Sea	d	19 29		19 54	20 00		20 24	20 29	20 43	20 59	21 15		21 29	21 45		21 59	22 15		22 29	22 45	23 03	23 15								
Goring-by-Sea	d	19 31		19 57	20 03		20 27	20 32	20 46	21 02	21 18		21 32	21 48		22 02	22 18		22 32	22 48	23 06	23 18								
Angmering	d	19 35		20 01	20 07		20 31	20 36	20 50	21 06	21 22		21 36	21 52		22 06	22 22		22 36	22 52	23 10	23 22								
Littlehampton	a			20 13			20 43		21 01		21 32			22 02			22 32			23 02		23 32								
Barnham	a	19 47			20 19			20 48		21 18			21 48			22 18			22 48		23 22					00 04				
Bognor Regis	a	19 59e			20 31e			21 01e		21 31e			22 00e			22 32e			22 59e		23 35e					00 19				
Chichester	a	19 56			20 27			20 56		21 26			21 56			22 27			22 56		23 30					00 17e				
Havant	a	20 10			20 39			21 10		21 38			22 10			22 52			23 10		23 41									
Fratton	a	20 19			20 56k			21 19		21 59k			22 19			23 02e			23 19		23 56k									
Portsmouth & Southsea	a	20 23			21 00k			21 23		22 03k			22 23			23 07j			23 23		00 02k									
Portsmouth Harbour	a	20 34n			21 04k			21 36n		22 07k			22 27			23 11j			23 28		00 07k									
Southampton Central	a	21 03k			21 20			22 15k		22 23			23 08k																	

Start of standard hourly service

Service repeats each hour until

ARUN DISTRICT COUNCIL LU/238/20/OUT

Sundays

[illegible][illegible]

General Information

This timetable shows all Southern services between Bognor Regis, Barnham, Ford and Littlehampton from 19 May to 14 December 2019.

Where stations are shown in **bold** type, this indicates that the full train service (on this route) is shown between these stations

A list of timetables produced is available on our website

Information is correct at time of printing (April 2019). We accept no liability for inaccuracy in the information contained in this timetable.

Bicycle policy
Restrictions apply in the peak hours for carrying non-folding bikes. Details are on our website.

National Rail Enquiries
For up to the minute travel information for the National Rail network and information on all other train operating companies 24 hours a day.
Phone: **03457 48 49 50**
Online: **nationalrail.co.uk**

Visit our website for timetable information, latest offers, information on engineering work, real time train running information and to register for travel alerts by text message and email.

 Follow us on Twitter @SouthernRailUK

Visit us online at southernrailway.com

Assisted travel
Phone: **0800 138 1016** (your information may be recorded)
(7 days a week, 0700 to 2200, except Christmas Day)
Textphone: **0800 138 1018**
email: **myjourney@southernrailway.com**

Traveline
For all other public transport route and timetable information
Phone: **0871 200 22 33**
Online: **traveline.info**

British Transport Police
Phone: **0800 40 50 40**
Online: **btp.police.uk**
Text: **61016**

Other websites
London public transport information, **tfl.gov.uk**
Through tickets for train and bus, **plusbus.info**
Information on taxis serving rail stations, **traintaxi.co.uk**
National Cycle Network information, **sustrans.org.uk**

Independent passenger groups
Transport Focus, **www.transportfocus.org.uk**
London TravelWatch, **www.londontravelwatch.org.uk**

Notes & Symbols

- Bold** Direct train
Light Connecting train
10 Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
First Class accommodation available
Continued in later column
Continued from earlier column
- SN** Operated by Southern
- a** Arrival time
d Departure time
- TS** Service operates Tuesday to Saturday mornings only

Mondays to Fridays

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	
Facilities																														
Notes																														
Bognor Regis	d		04 55		05 29	05 38		05 55	06 10		06 21	06 36	06 44		06 51		07 00		07 06	07 27	07 41	07 54			08 14		08 28		08 36	08 56
Barnham	a		05 02		05 35	05 44		06 01	06 17		06 28	06 43	06 51		06 57		07 06		07 13	07 33	07 47	08 00		08 21		08 34	08 43	09 02		
Barnham	d	05 03	05 07	05 33	05 37	05 45	05 58	06 02	06 20	06 24	06 29	06 47		06 55	06 59	07 03		07 13	07 23	07 54	08 01	08 06	08 10	08 22	08 31	08 35	08 43	09 03		
Ford	d	05 07	05 11	05 37	05 41	05 49	06 03	06 07	06 26	06 29	06 33	06 51		06 59	07 03	07 07		07 17	07 28	07 59	08 06	08 11	08 14	08 27	08 36	08 40	08 48	09 07		
Littlehampton	d		05 16		05 46	05 54			06 31			06 57				07 15			07 33	08 04			08 19	08 32			08 53			

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities																													
Notes																													
Bognor Regis	d	09 05		09 29		09 36	09 56	10 05		10 29		10 36	10 56	11 05		11 29		11 36	11 56	12 05		12 29		12 36	12 56	13 05		13 29	13 36
Barnham	a	09 11		09 35		09 43	10 02	10 11		10 35		10 43	11 02	11 11		11 35		11 43	12 02	12 11		12 35		12 43	13 03	13 11		13 35	13 43
Barnham	d	09 12	09 31	09 36	09 43		10 03	10 12	10 31	10 36	10 42		11 03	11 12	11 31	11 36	11 42		12 03	12 12	12 31	12 36	12 42		13 03	13 12	13 31	13 36	13 42
Ford	d	09 17	09 36	09 41	09 47		10 07	10 17	10 36	10 41	10 47		11 07	11 17	11 36	11 41	11 47		12 07	12 17	12 36	12 41	12 47		13 08	13 17	13 36	13 41	13 47
Littlehampton	d	09 23			09 53			10 23			10 53			11 23			11 53			12 23			12 53			13 23		13 53	

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	
Facilities																														
Notes																														
Bognor Regis	d	13 56	14 05		14 29		14 36	14 56	15 05		15 26		15 36	15 56	16 05		16 29		16 36	16 56	17 05		17 29		17 36	17 56	18 05		18 29	
Barnham	a	14 02	14 11		14 35		14 43	15 02	15 11		15 32		15 44	16 02	16 11		16 35		16 44	17 02	17 11		17 35		17 43	18 02	18 11		18 35	
Barnham	d	14 03	14 12	14 31	14 36	14 42		15 03	15 12	15 26	15 33	15 44		16 03	16 12	16 31	16 36	16 42		17 03	17 12	17 31	17 36	17 42		18 03	18 14	18 31	18 36	18 42
Ford	d	14 07	14 17	14 36	14 41	14 47		15 07	15 17	15 31	15 37	15 49		16 07	16 17	16 36	16 41	16 47		17 07	17 17	17 36	17 41	17 47		18 07	18 20	18 36	18 41	18 47
Littlehampton	d		14 23			14 53			15 23			15 54			16 22			16 53			17 23			17 53			18 25		18 54	

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Notes	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Bognor Regis	d	18 39	18 56	19 05		19 29		19 38	19 56	20 05		20 29		20 55	21 05		21 29		22 05		22 36				23 20			TS
Barnham	a	18 46	19 02	19 11		19 35		19 44	20 02	20 11		20 35		21 02	21 11		21 35		22 12		22 43				23 27			
Barnham	d		19 03	19 14	19 31	19 36	19 42		20 03	20 12	20 31	20 36	20 42	21 03	21 12	21 31	21 36	21 42		22 16		22 48	22 58	23 19	23 26		23 32	00 06
Ford	d		19 07	19 20	19 36	19 41	19 47		20 07	20 17	20 36	20 41	20 47	21 07	21 17	21 36	21 41	21 47		22 20		22 53	23 02	23 23	23 31		00 10	
Littlehampton	d			19 25		19 53			20 23			20 53		21 23			21 53		22 25			23 28	23 37		23 41	00 16		

Saturdays

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	
Facilities	0																											
Notes																												
Bognor Regis	d		05 05	05 37	06 00				06 29			06 36	06 56	07 05		07 29		07 36	07 56	08 05		08 29		08 36	08 56	09 05	09 29	09 36
Barnham	a		05 11	05 43	06 06		06 06		06 35		06 43	07 02	07 11		07 35		07 43	08 02	08 11		08 35		08 43	09 02	09 11	09 35	09 43	
Barnham	d	04 48	05 12	05 45		06 12	06 16	06 31	06 36	06 42		07 03	07 12	07 32	07 36	07 42		08 03	08 12	08 31	08 36	08 42		09 03	09 12	09 31	09 36	09 42
Ford	d	04 53	05 17	05 50		06 16	06 20	06 36	06 41	06 47		07 07	07 17	07 37	07 41	07 47		08 07	08 17	08 36	08 41	08 47		09 07	09 17	09 36	09 41	09 47
Littlehampton	d	04 58	05 23			06 26				06 53				07 23		07 53			08 23			08 53			09 23		09 53	

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN		
Facilities	0		0	0			0	SN	0	0		SN		0	0		SN		0	0	0		SN	SN	0	SN	SN		
Notes																													
Bognor Regis	d	09 56	10 05		10 29		10 36	10 56	11 05		11 29		11 36	11 56	12 05		12 29		12 36	12 56	13 05		13 29		13 36	13 56	14 05	14 29	
Barnham	a	10 02	10 11		10 35		10 43	11 02	11 11		11 35		11 43	12 02	12 11		12 35		12 43	13 02	13 11		13 35		13 43	14 02	14 11	14 35	
Barnham	d	10 03	10 12	10 31	10 36	10 42		11 03	11 12	11 31	11 36	11 42		12 03	12 12	12 31	12 36	12 42		13 03	13 12	13 31	13 36	13 42		14 03	14 12	14 31	14 36
Ford	d	10 07	10 17	10 36	10 41	10 47		11 07	11 17	11 36	11 41	11 47		12 07	12 17	12 36	12 41	12 47		13 07	13 17	13 36	13 41	13 47		14 07	14 17	14 36	14 41
Littlehampton	d		10 23		10 53			11 23			11 53			12 23		12 53				13 23		13 53				14 23			

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	
Facilities				0		0				0		0	0			0	0			0		0	0		SN	SN	0	SN	
Notes																													
Bognor Regis	d		14 36	14 56	15 05		15 29	15 36		15 56	16 05		16 29		16 36	16 56	17 05		17 29		17 36	17 56	18 05		18 29		18 36	18 56	19 05
Barnham	a		14 43	15 02	15 11		15 37	15 43		16 02	16 11		16 35		16 43	17 02	17 11		17 35		17 43	18 02	18 11		18 35		18 43	19 02	19 11
Barnham	d	14 42		15 03	15 12	15 33	15 37		15 45	16 03	16 12	16 31	16 36	16 42		17 03	17 12	17 31	17 36	17 42		18 03	18 12	18 31	18 36	18 42		19 03	19 12
Ford	d	14 47		15 07	15 17	15 38	15 42		15 50	16 07	16 17	16 36	16 41	16 47		17 07	17 17	17 36	17 41	17 47		18 07	18 17	18 36	18 41	18 47		19 07	19 17
Littlehampton	d	14 53			15 23				15 55		16 23		16 53			17 23			17 53			18 23			18 53			19 23	

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities		0	0			0	0		0	0		0	0		0		0	0			0		0	0		0	0	
Notes																												
Bognor Regis	d		19 29		19 36	19 56	20 05		20 29		20 36	20 56	21 05		21 29		21 36	22 05			22 35			23 15				
Barnham	a		19 35		19 43	20 02	20 11		20 35		20 43	21 02	21 11		21 35		21 43	22 11			22 41			23 21				
Barnham	d	19 31	19 36	19 42		20 03	20 12	20 31	20 36	20 42		21 03	21 12	21 31	21 36	21 42		22 16	22 20	22 42	22 48	22 58	23 19		23 27	23 31	00 05	00 14
Ford	d	19 36	19 41	19 47		20 07	20 17	20 36	20 41	20 47		21 07	21 17	21 36	21 41	21 47		22 20	22 24	22 46	22 53	23 02	23 23		23 31	23 36	00 10	00 18
Littlehampton	d					20 23				20 53			21 23		21 53			22 25	22 29	22 51			23 28		23 37	23 41	00 16	00 24

Sundays

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	
Facilities																													
Notes																													
Bognor Regis	d		07 00	07 26		08 00		08 31		09 00		09 31		10 00	10 06		10 31		11 00	11 06		11 31		12 00		12 31		13 00	
Barnham	a		07 06	07 32		08 06		08 37		09 06		09 37		10 06	10 13		10 37		11 06	11 13		11 37		12 06		12 37		13 06	
Barnham	d	06 10	07 07	07 39	08 02	08 07	08 31	08 44	09 02	09 07	09 23	09 44	10 02	10 07		10 31	10 44	11 02	11 07		11 31	11 44	12 02	12 07	12 31	12 44	13 02	13 07	13 31
Ford	d	06 14	07 11	07 43	08 06	08 11	08 35	08 48	09 06	09 11	09 27	09 48	10 06	10 11		10 35	10 48	11 06	11 11		11 35	11 48	12 06	12 11	12 35	12 48	13 06	13 11	13 35
Littlehampton	d	06 19	07 16			08 16				09 16				10 16					11 16				12 16				13 16		

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	
Facilities																													
Notes																													
Bognor Regis	d	13 31		14 05		14 31		15 00		15 31	16 02		16 31		17 00		17 31		18 00		18 31		19 00		19 31		20 00		
Barnham	a	13 37		14 12		14 37		15 06		15 37	16 09		16 37		17 06		17 37		18 06		18 37		19 06		19 37		20 06		
Barnham	d	13 44	14 02	14 12	14 31	14 44	15 02	15 07	15 31	15 44	16 09	16 14	16 31	16 44	17 02	17 07	17 31	17 44	18 02	18 07	18 31	18 44	19 02	19 07	19 31	19 44	20 02	20 07	20 24
Ford	d	13 48	14 06	14 20	14 35	14 48	15 06	15 11	15 35	15 48	16 14	16 18	16 35	16 48	17 06	17 11	17 35	17 48	18 06	18 11	18 35	18 48	19 06	19 11	19 35	19 48	20 06	20 11	20 28
Littlehampton	d			14 25				15 16			16 19				17 16				18 16				19 16				20 16		

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities																
Notes																
Bognor Regis	d	20 31		21 00		21 31		22 00			22 28					
Barnham	a	20 37		21 06		21 37		22 06			22 34					
Barnham	d	20 44	21 02	21 07	21 31	21 44	22 02	22 07	22 31	22 40	22 43	22 58	23 30	23 40	23 59	
Ford	d	20 48	21 06	21 11	21 35	21 48	22 06	22 11	22 35	22 44	22 47	23 02		23 45	00 03	
Littlehampton	d		21 11	21 16	21 40			22 16		22 50	22 54	23 07	23 40	23 50	00 09	

On Track App

Train information at your fingertips:
southernrailway.com/app

CI 1126-1905

Contact us

southernrailway.com/contactus

Train time information

03457 48 49 50

nationalrail.co.uk

Buy online

Buy tickets nationwide at southernrailway.com

@SouthernRailUK

92

Train times
13 May to 14 December 2015

Bognor Regis to Littlehampton

Littlehampton

Ford

Barnham

Bognor Regis

SOUTHERN RAIL

PLEASE CHECK
TICKETS CAREFULLY
for the latest information on
your journey before you travel

Mondays to Fridays

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	
Facilities	1					1				1	1			1		1				1		1		1		1	
Notes																											
Littlehampton	d	05 04		05 29	05 56	06 00		06 43			07 08			07 26	07 53			06 10		08 24		08 55		09 10			
Ford	d	05 09		05 34	06 01	06 05	06 13	06 48		06 52	07 13	07 17		07 26	07 31	07 58	08 03	08 13	08 17	08 23	08 29	08 34	09 00	09 07	09 13	09 17	09 39
Barnham	a	05 13		05 39	06 05	06 09	06 17	06 52		06 57	07 18	07 22		07 32	07 36	08 02	08 08	08 18	08 22	08 28	08 33	08 39	09 04	09 12	09 18	09 22	09 43
Bognor Regis	a		05 28	05 46		06 11			06 55			07 32		07 44		08 10		08 23		08 40	08 52		09 13		09 23	09 44	09 52
	a		05 35	05 53		06 18			07 01			07 38		07 51		08 18		08 30		08 46	08 59		09 19		09 30	09 50	09 59

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN		
Facilities	1				1				1	1			1		1				1	1		1		1		1		
Notes																												
Littlehampton	d	09 55		10 10			10 55		11 07	11 13	11 17	11 34		11 55		12 10		12 55		13 10		13 55		14 10		14 17		
Ford	d	10 00	10 07	10 13	10 17	10 34		11 00	11 07	11 13	11 17	11 34		12 00	12 07	12 13	12 17	12 34		13 00	13 07	13 13	13 17	13 34	14 00	14 07	14 13	14 17
Barnham	a	10 04	10 12	10 18	10 22	10 39		11 04	11 12	11 18	11 22	11 39		12 04	12 12	12 18	12 22	12 39		13 05	13 12	13 18	13 22	13 39	14 04	14 12	14 18	14 22
Bognor Regis	a		10 13	10 23	10 40	10 52		11 13	11 23	11 40	11 52		12 13	12 23	12 40	12 52		13 13	13 23	13 40	13 52		14 13	14 23				
	a		10 20	10 30	10 46	10 59		11 20	11 30	11 46	11 59		12 20	12 30	12 46	12 59		13 20	13 30	13 46	13 59		14 20	14 30				

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities	1			1	1		1				1	1			1			1	1			1	1		1	1
Notes																										
Littlehampton	d		14 55		15 09			15 55		16 10			16 55		17 10		17 55		18 18							18 18
Ford	d	14 34	15 00	15 07	15 13	15 17	15 38	15 42		16 00	16 07	16 13	16 17	16 36	16 41		17 00	17 07	17 13	17 17	17 38	17 47	18 00	18 07	18 14	18 23
Barnham	a	14 39	15 04	15 12	15 18	15 22	15 43	15 47		16 04	16 12	16 18	16 22	16 40	16 46		17 04	17 12	17 18	17 22	17 43	17 51	18 04	18 12	18 19	18 27
Bognor Regis	a	14 40	14 54	15 13	15 23	15 43		15 52	16 13	16 23	16 41		16 52	17 13	17 23	17 44		17 53	18 14	18 28	18 35					
	a	14 46	15 00	15 20	15 30	15 50		15 59	16 20	16 30	16 48		16 59	17 20	17 30	17 50		18 00	18 20	18 34	18 43					

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN		
Facilities	1				1	1			1	1			1		1			1	1		1		1		1	1		
Notes																												
Littlehampton	d			18 55		19 18			19 55		20 14		20 44		21 10		21 40		22 10							22 10		
Ford	d	18 37	18 43		19 00	19 08	19 14	19 23		19 38	19 43		20 00	20 07	20 14	20 19	20 37	20 43	20 49	21 07	21 13	21 17	21 37	21 43	21 47	22 07	22 13	22 17
Barnham	a	18 42	18 48		19 04	19 13	19 19	19 27		19 42	19 47		20 04	20 12	20 19	20 24	20 42	20 48	20 54	21 12	21 18	21 22	21 42	21 48	21 52	22 12	22 18	22 23
Bognor Regis	a	18 43	18 52		19 14	19 28	19 36	19 43		19 52		20 13	20 24	20 43		20 54	21 13		21 23	21 43		21 53	22 13		22 19	22 25		
	a	18 49	18 59		19 20	19 34	19 43	19 49		19 59		20 20	20 31	20 50		21 01	21 20		21 33	21 50		22 00	22 20		22 26	22 32		

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities	1			1			1			TS																
Notes																										
Littlehampton	d					23 16																				
Ford	d	22 38	22 43		23 02	23 17	23 21	23 32	23 59	00 03																
Barnham	a	22 42	22 48		23 06	23 22	23 26	23 36	00 04	00 08	00 04															
Bognor Regis	a	22 44	22 52		23 28	23 43					00 12	00 36														
	a	22 50	22 59		23 35	23 49					00 19	00 43														

ARUN DISTRICT COUNCIL LU/238/20/OUT

Operator Facilities		SN 0	SN	SN 0	SN	SN 0	SN	SN 0	SN	SN 0	SN	SN 0	SN	SN 0	SN	SN 0	SN 0	SN	SN 0	SN	SN 0	SN 0	SN	SN 0	SN	SN 0	SN	SN 0	SN	SN 0	SN
Littlehampton	d		05 55			06 19			06 55		07 10			07 55		08 10			08 55	09 07	09 13	09 10		09 55					10 10		
Ford	a	05 56	06 00	06 13				06 52	07 00	07 13	07 17	07 34		08 00	08 08	08 13	08 17	08 34	09 00	09 07	09 13	09 17	09 34	10 00	10 07	10 13	10 17				
Barnham	a	06 00	06 04	06 18		06 27		06 56	07 04	07 18	07 22	07 39		08 04	08 13	08 18	08 22	08 39	09 04	09 12	09 18	09 22	09 39	10 04	10 12	10 18	10 22				
Barnham	d				06 22		06 52				07 23	07 40	07 52		08 14		08 23	08 40	08 52	09 13		09 23	09 40	09 52		10 13	10 23				
Bognor Regis	a				06 29		06 59				07 30	07 46	07 59		08 20		08 30	08 46	08 59	09 20		09 30	09 46	09 59	10 20			10 30			

Operator Facilities Notes	SN 1	SN	SN 1	SN	SN	SN 1	SN 1	SN	SN 1	SN	SN	SN	SN 1	SN 1	SN	SN 1	SN	SN	SN 1	SN 1	SN	SN 1	SN	SN	SN 1	SN 1	SN	SN 1	SN
Littlehampton	d	15 10			15 55			16 10				16 55			17 10			17 55			18 10			18 55			19 10		
Ford	d	15 13	15 17	15 34	16 00	16 07	16 13	16 17	16 34			17 00	17 07	17 13	17 17	17 34		18 00	18 07	18 13	18 17	18 34		19 00	19 07	19 13	19 17	19 34	
Barnham	a	15 18	15 22	15 39	16 04	16 12	16 18	16 22	16 39			17 04	17 12	17 18	17 22	17 39		18 04	18 12	18 18	18 22	18 39		19 04	19 12	19 18	19 22	19 39	
Barnham	d	15 23	15 40	15 52		16 13		16 23	16 40	16 52			17 13		17 23	17 40	17 52		18 13		18 23	18 40	18 52		19 13		19 23	19 40	19 52
Bognor Regis	a	15 30	15 46	15 59		16 20		16 30	16 46	16 59			17 20		17 30	17 46	17 59		18 20		18 30	18 46	18 59		19 20		19 30	19 46	19 59

Sundays

Operator Facilities		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN		
Littfehampton	d		06 42	07 31	07 39			08 31	08 46	06 52	09 12	09 16		09 31					10 31																
Ford	a		06 47	07 36	07 44	07 49	08 16	08 36	08 46	06 52	09 12	09 16		09 36	09 46	10 08			10 16	10 36	10 46	11 08				11 16	11 36	11 46	12 05	12 16	12 36	12 46	13 05		
Barnham	d		06 51	07 41	07 48	07 53	08 20	08 41	08 50	08 57	09 16	09 21		09 41	09 50	10 13			10 20	10 41	10 50	11 13				11 20	11 41	11 50	12 09	12 20	12 41	12 50	13 09		
Barnham	d	06 45		07 43				08 43			09 17			09 43				10 18		10 43					11 18		11 43		12 16		12 43		13 16		
Bognor Regis	a	06 51		07 49				08 49			09 24			09 49				10 24		10 49				11 24		11 49		12 23		12 49		13 23			

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities															
Notes															
Littlehampton	d	20 31	20 46	21 05	21 16	21 31	21 46	22 05	22 16	22 31	22 42	23 00	23 10	23 47	00 05
Ford	d	20 16	20 36	21 05	21 16	21 36	21 46	22 05	22 16	22 36	22 56	23 10	23 47	00 05	00 05
Barnham	a	20 20	20 41	20 50	21 09	21 20	21 41	21 50	22 09	22 20	22 41	23 00	23 14	23 51	00 09
Barnham	d	20 43	21 16	21 43	22 16	22 43	23 20	00 11							
Bognor Regis	a	20 49	21 23	21 49	22 23	22 49	23 26	00 17							

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities		0	0		0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
Notes																											
Southampton Central	↔d	15 13	15 26				16 12	16 26				17 14	17 26				18 13	18 26				19 12	19 26			20 13	20 26
Swanwick	d	15 32	15 46				16 32	16 46				17 32	17 46				18 32	18 46				19 32	19 46			20 32	20 46
Fareham	d	15 39	15 53				16 39	16 53				17 39	17 53				18 39	18 53				19 39	19 53			20 39	20 54
Portchester	d	15 44					16 44					17 44					18 44				19 44					20 44	
Cosham	d	15 49	16 02				16 48	17 02				17 48	18 02				18 48	19 02				19 48	20 02			20 48	21 02
Portsmouth Harbour	↔d		15 45c		16 11	16 23h		16 45c		17 11	17 23h		17 45c		17 59h	18 23h		18 45c		19 11	19 23h		19 45c		20 11	20 23h	20 45c
Portsmouth & Southsea	↔d		15 50c	15 57	16 15	16 33		16 50c	16 57	17 15	17 33		17 50c	17 57	18 15	18 33		18 50c	18 57	19 15	19 33		19 50c	19 57	20 15	20 33	20 50c
Fratton	d		15 54c	16 01	16 19	16 37		16 54c	17 01	17 19	17 37		17 54c	18 02	18 19	18 37		18 54c	19 01	19 19	19 37		19 54c	20 01	20 19	20 37	20 54c
Hilsea	d			16 05		16 32c			17 05		17 32c			18 06		18 32c			19 05		19 32c			20 05		20 32c	21 05
Bedhampton	d			16 10		16 37c			17 10		17 37c			18 11		18 37c			19 10		19 37c			20 10		20 37c	21 11
Havant	d	15 55	16 10	16 13	16 28	16 46	16 55	17 10	17 13	17 28	17 46	17 55	18 10	18 14	18 28	18 47	18 55	19 10	19 13	19 28	19 46	19 55	20 10	20 13	20 28	20 46	20 55
Warblington	d			16 16					17 15					18 16				19 15						20 15			21 16
Emsworth	d	15 59	16 13	16 19		16 49	16 58	17 13	17 18		17 49	17 58	18 13	18 19		18 50	18 58	19 13	19 18		19 49	19 58	20 13	20 18		20 49	20 58
Southbourne	d	16 02		16 22		16 52	17 01		17 21		17 52	18 01		18 22		18 53	19 01		19 21		19 52	20 01		20 21		20 52	21 01
Nutbourne	d			16 24					17 24					18 24					19 24					20 24			21 25
Bosham	d			16 27					17 27					18 27					19 27					20 27			21 28
Fishbourne	d			16 30					17 30					18 30					19 30					20 30			21 31
Chichester	d	16 09	16 22	16 34	16 39	17 00	17 09	17 22	17 34	17 39	18 00	18 09	18 22	18 34	18 39	19 01	19 09	19 22	19 34	19 39	20 00	20 09	20 22	20 34	20 39	21 00	21 09
Barnham	a	16 17	16 30	16 41	16 46	17 07	17 16	17 30	17 41	17 46	18 07	18 16	18 30	18 41	18 46	19 08	19 16	19 30	19 41	19 46	20 07	20 16	20 30	20 41	20 46	21 07	21 16
Bognor Regis	a	16 30b	16 48b		16 59b	17 20b	17 30b		17 50b	18 00b	18 20b	18 34b	18 43b	18 49b	18 59b	19 20b	19 34b	19 43b	19 49b	19 59b	20 20b	20 31b		20 50b	21 01b	21 20b	21 33b
Ford	a		16 36	16 47	17 07b	17 17b		17 36	17 47	18 07b	18 19b		18 36	18 47	19 07b		19 27b	19 36	19 47	20 07b	20 17b		20 36	20 47	21 07b	21 17b	21 36
Littlehampton	a			16 53		17 23b			17 53		18 25b			18 53			19 33b		19 53			20 23b		20 53		21 23b	21 53
Worthing	a		16 55			17 26			17 55		18 26			18 55			19 26		19 55			20 26		20 55		21 26	21 55
Hove	a		17 15			17 45			18 15		18 45			19 15			19 45		20 15			20 45		21 15		21 45	22 15
Brighton	↔a		17 21			17 51			18 21		18 51			19 21			19 51		20 21			20 51		21 21		21 51	22 21
Horsham	a	16 46				17 16			17 46			18 16			18 48			19 16			19 48			20 16		20 46	21 16
Gatwick Airport	↔a	17 08				17 38			18 08			18 38			19 10			19 38			20 10			20 38		21 08	21 38
East Croydon	↔a	17 24				17 54			18 24			18 54			19 26			19 54			20 26			20 54		21 24	21 54
Clapham Junction	↔a	17 33				18 03			18 34			19 03			19 35			20 04			20 35			21 06		21 33	22 03
London Victoria	↔a	17 41				18 12			18 42			19 11			19 43			20 11			20 43			21 13		21 41	22 11

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities		0			0					0		
Notes												G
Southampton Central	↔d			21 13	21 32			22 21		22 33		23 12
Swanwick	d			21 33	21 51			22 40		22 51		
Fareham	d			21 40	21 59			22 47		22 57		23 38
Portchester	d			21 45	22 04			22 52				
Cosham	d			21 49	22 08			22 56		23 06		23 47
Portsmouth Harbour	↔d	21 11	21 23h			22 15	22 40				23 16	23 19c
Portsmouth & Southsea	↔d	21 15	21 33			22 19	22 44				23 20	23 24c
Fratton	d	21 19	21 37			22 23	22 48				23 24	23 28c
Hilsea	d		21 32b			22 27	22 52				23 28	23 32c
Bedhampton	d		21 37c			22 32	22 57				23 33	23 37c
Havant	d	21 30	21 47	21 56	22 15	22 35	23 00	23 04		23 12	23 36	23 54
Warblington	d			22 17							23 38	
Emsworth	d		21 50		22 20	22 38		23 07			23 41	
Southbourne	d		21 53		22 23	22 41		23 10			23 44	
Nutbourne	d			22 25							23 46	
Bosham	d			22 28							23 49	
Fishbourne	d			22 31							23 52	
Chichester	d	21 40	22 01	22 07	22 40	22 49	23 10	23 18		23 23	23 57	00 06
Barnham	a	21 48	22 08	22 14	22 47	22 56	23 18	23 25		23 31	00 04	00 13
Bognor Regis	a	22 00b	22 20b	22 26b	22 59b			23 35b		23 49b	00 19b	00 43b
Ford	a		22 20	22 53	23 02	23 23	23 31				00 10	
Littlehampton	a		22 25			23 28k	23 37	23 28k	23 41		00 16	
Worthing	a		22 26	22 54		23 21				00 02		
Hove	a		22 46	23 16		23 44				00 25		
Brighton	↔a		22 51	23 20		23 49				00 30		
Horsham	a	22 16			23 26							
Gatwick Airport	↔a	22 38			23 49							
East Croydon	↔a	22 54			00 17							
Clapham Junction	↔a	23 03			00 33							
London Victoria	↔a	23 12			00 41							

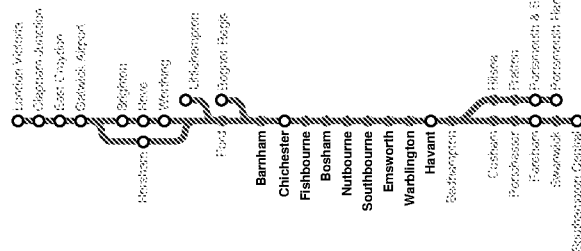
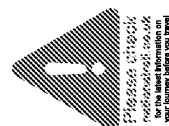
[illegible]

Operator	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S
----------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Sundays

Operator	SN	SN	SN	SN	SN	SN	GW	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	
Facilities	SN	SN	SN	SN	SN	SN	GW	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	
Notes	J						H														J								
Southampton Central	d		07 30			08 21	08 31			09 30			10 30			11 30			12 30		13 04	13 30			14 30				
Swanwick	d		07 47			08 38				09 47			10 47			11 47			12 47			13 47			14 47				
Fareham	d		07 54			08 47	08 54			09 54			10 54			11 54			12 54		13 30	13 54			14 54				
Portchester	d																												
Cosham	d		08 03			08 56	09 02			10 03			11 03			12 03			13 03		13 38	14 03			15 03				
Portsmouth Harbour	d	06 43c	07 14	07 28c	08 01	08 14	08 28c	08 48c	09 01	09 14	09 32c	10 01	10 14	10 32c	11 01	11 14	11 32c	12 01	12 13	12 32c	13 01	13 14		13 32c	14 01	14 14	14 32c	15 01	15 14
Portsmouth & Southsea	d	06 48c	07 18	07 33c	08 05	08 18	08 33c	08 53c	09 05	09 18	09 37c	10 05	10 18	10 37c	11 05	11 18	11 37c	12 05	12 17	12 37c	13 05	13 18		13 37c	14 05	14 18	14 37c	15 05	15 18
Fratton	d	06 52c	07 22	07 37c	08 09	08 22	08 37c	08 57c	09 09	09 22	09 41c	10 09	10 22	10 41c	11 09	11 22	11 41c	12 09	12 21	12 41c	13 09	13 22		13 41c	14 09	14 22	14 41c	15 09	15 22
Hilsea	d																												
Bedhampton	d	06 59c	07 30		08 04c	08 30		09 04c		09 30		10 04c	10 30		11 04c	11 30		12 04c	12 29		13 04c	13 30			14 04c	14 30		15 04c	15 30
Havant	d	07 11	07 33	08 10	08 18	08 33	09 02	09 13	09 18	09 33	10 10	10 18	10 33	11 10	11 18	11 33	12 10	12 18	12 33	13 10	13 18	13 33	13 46	14 10	14 18	14 33	15 10	15 18	15 33
Warblington	d		07 35			08 35				09 35			10 35			11 35			12 35		13 35				14 35			15 35	
Emsworth	d	07 15	07 38	08 14	08 21	08 38	09 06		09 21	09 38	10 14	10 21	10 38	11 14	11 21	11 38	12 14	12 21	12 38	13 14	13 21	13 38		14 14	14 21	14 38	15 14	15 21	15 38
Southbourne	d	07 18	07 41		08 24	08 41			09 24	09 41		10 24	10 41		11 24	11 41		12 24	12 41		13 24	13 41			14 24	14 41		15 24	15 41
Nutbourne	d		07 44			08 44				09 44			10 44			11 44			12 44		13 44					14 44		15 44	
Bosham	d		07 47			08 47				09 47			10 47			11 47			12 47		13 47					14 47		15 47	
Fishbourne	d		07 50			08 50				09 50			10 50			11 50			12 50		13 50					14 50		15 50	
Chichester	d	07 26	07 53	08 22	08 32	08 53	09 14	09 24	09 32	09 53	10 22	10 32	10 53	11 22	11 32	11 53	12 22	12 32	12 53	13 22	13 32	13 53	13 58	14 22	14 32	14 53	15 22	15 32	15 53
Barnham	a	07 35	08 01	08 30	08 40	09 01	09 22	09 31	09 40	10 01	10 30	10 40	11 01	11 30	11 40	12 01	12 30	12 40	13 01	13 30	13 40	14 01	14 08	14 30	14 40	15 01	15 30	15 40	16 01
Bognor Regis	a	07 49b			08 49b	09 24b			09 49b	10 24b		10 49b	11 24b		11 49b	12 23b		12 49b	13 23b		13 49b			14 23b	14 49b	15 23b		15 49b	
Ford	a	07 43	08 06	08 35	08 48	09 06	09 27		09 48	10 06	10 35	10 48	11 06	11 35	11 48	12 06	12 35	12 48	13 06	13 35	13 48	14 06	14 17b	14 35	14 48	15 06	15 35	15 48	16 18
Littlehampton	a		08 16b			09 16b				10 16b			11 16b			12 16b			13 16b		14 25b				15 16b			15 16b	
Worthing	a		08 25	08 54		09 25	09 46	09 49		10 25	10 54		11 25	11 54		12 25	12 54		13 25	13 54		14 25	14 30	14 54		15 25	15 54		16 38
Hove	a		08 47	09 16		09 47	10 16	10 03		10 47	11 16		11 47	12 16		12 47	13 16		13 47	14 16		15 00	14 43	15 16		15 47	16 16		17 00
Brighton	110	a	08 52	09 22		09 52	10 22	10 08		10 52	11 22		11 52	12 22		12 52	13 22		13 52	14 22		15 05	14 49	15 22		15 52	16 22		17 04
Horsham	a		08 16			09 21				10 21			11 21			12 21			13 21					14 21			15 21		16 21
Gatwick Airport	→a		08 35			09 40				10 40			11 40			12 40			13 40					14 40			15 40		16 40
East Croydon	→a		08 58			10 03				11 03			12 03			13 06			14 03					15 03			16 06		17 06
Clapham Junction	110	a	09 08			10 14				11 14			12 14			13 16			14 14					15 14			16 16		17 16
London Victoria	110	⊖a	09 15			10 21				11 21			12 21			13 23			14 21					15 21			16 23		17 23

Operator	Facilities	GW	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Notes		◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇	◇
Southampton Central	→d	15 06	15 30			16 30			17 30				18 30			19 23	19 28			20 28		21 30			22 30		22 58	
Swanwick	d		15 47			16 47			17 47				18 47			19 41			20 46			21 47			22 47		23 15	
Fareham	d	15 28	15 54			16 54			17 54				18 54			19 49	19 54			20 53		21 54			22 54		23 22	
Portchester	d																											
Cosham	d	15 36	16 03			17 03			18 03				19 03			19 57	20 00			21 03		22 03			23 04		23 31	
Portsmouth Harbour	→d		15 32c	16 01	16 14	16 32c	17 01	17 08q	17 32c	18 01	18 14	18 32c	19 01	19 08q	19 32c			20 01	20 14	20 32c	21 01	21 14	21 32c	22 01	22 14	22 48c	23 01	
Portsmouth & Southsea	→d		15 37c	16 05	16 18	16 37c	17 05		17 37c	18 05	18 18	18 37c	19 05	19 37c			20 05	20 18	20 37c	21 05	21 18	21 37c	22 05	22 18	22 52c	23 05		
Fratton	d		15 41c	16 09	16 22	16 41c	17 09	17 22	17 41c	18 09	18 22	18 41c	19 09	19 22	19 41c			20 09	20 22	20 41c	21 09	21 22	21 41c	22 09	22 22	22 56c	23 09	
Hilsea	d																											
Bedhampton	d			16 04c	16 30		17 04c	17 30		18 04c	18 30		19 04c	19 30			20 05c	20 30		21 04c	21 30			22 04c		23 03c		
Havant	d	15 43	16 10	16 18	16 33	17 10	17 18	17 33	18 10	18 18	18 33	19 10	19 18	19 33	20 04	20 11	20 18	20 33	21 10	21 18	21 33	22 10	22 17	22 31	23 12	23 18	23 38	
Warblington	d				16 35			17 35			18 35			19 35			20 35			21 35				22 33				
Emsworth	d		16 14	16 21	16 38	17 14	17 21	17 38	18 14	18 21	18 38	19 14	19 21	19 38	20 07		20 21	20 38	21 14	21 21	21 38	22 14	22 21	22 36		23 22	23 42	
Southbourne	d			16 24	16 41		17 24	17 41		18 24	18 41		19 24	19 41			20 24	20 38	21 14	21 24	21 41		22 24	22 39		23 25		
Nutbourne	d				16 44			17 44			18 44			19 44				20 44			21 44							
Bosham	d				16 47			17 47			18 47			19 47				20 47			21 47				22 43			
Fishbourne	d				16 50			17 50			18 50			19 50				20 50			21 50				22 46			
Chichester	d	15 58	16 22	16 32	16 53	17 22	17 32	17 53	18 22	18 32	18 53	19 22	19 32	19 53	20 16	20 22	20 32	20 53	21 22	21 32	21 53	22 22	22 32	22 50	23 22	23 32	23 50	
Barnham	a	16 05	16 30	16 40	17 01	17 30	17 40	18 01	18 30	18 40	19 01	19 30	19 40	20 01	20 23	20 29	20 40	21 01	21 30	21 40	22 01	22 30	22 39	22 57	23 30	23 40	23 58	
Bognor Regis	a	16 23b		16 49b	17 23b		17 49b	18 23b		18 49b	19 23b		19 49b	20 23b			20 49b	21 23b		21 49b	22 23b		22 49b	23 26b			00 17b	
Ford	a	16 14b	16 35	16 48	17 06	17 35	17 48	18 06	18 35	18 48	19 06	19 35	19 48	20 06	20 28		20 48	21 06	21 35	21 48	22 06	22 35	22 44	23 02		23 45	00 03	
Littlehampton	a	16 19b			17 16b			18 16b			19 16b			20 16b				21 11	21 40		22 16b		22 50	23 07	23 40	23 50	00 09	
Worthing	a	16 23	16 54		17 25	17 54		18 25	18 54		19 25	19 54		20 25	20 47	20 50		21 37	22 07		22 25	22 54	23 16					
Hove	a	16 37	17 16		17 47	18 16		18 47	19 16		19 47	20 16		20 47	21 18	21 05		21 59	22 29		22 47	23 16	23 38					
Brighton	10	a	16 44	17 22		17 52	18 22		18 52	19 22		19 52	20 22		20 52	21 22	21 10		22 04	22 34		22 52	23 22	23 43				
Horsham	a			17 21				18 21			19 21			20 21				21 21			22 21							
Gatwick Airport	→a			17 40				18 40			19 40			20 40				21 40			22 40							
East Croydon	10a			18 03				19 03			20 03			21 03				22 03			23 03							
Clapham Junction	10	a		18 14				19 14			20 14			21 14				22 14			23 14							
London Victoria	10	a		18 21				19 21			20 21			21 21				22 21			23 21							



Mondays to Fridays

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	
Facilities		K		L		I		I		M		I		I		N		I		P		I		P	
Notes																									
London Victoria	↻	d								04 35j					05 54			06 36b		07 06b	07 36		08 06		08 36
Clapham Junction	↻	d								04 42j					06 01			06 43b		07 13b	07 43		08 13		08 43
East Croydon	↻	d								05 29j					06 10			06 52b		07 22b	07 52		08 22		08 53
Gatwick Airport	↻	d								05 56					06 26			07 08b		07 38b	08 08		08 38		09 09
Horsham		d								06 18					06 52			07 29b		08 00b	08 31		09 01		09 31
Brighton		d				05 00				05 27	06 02			06 32			07 02		07 32	07 41		08 00		08 32	
Hove		d				05 05			05 32	06 06				06 36			07 06		07 36	07 45		08 04		08 36	
Worthing		d				05 22			05 54	06 24				06 55			07 25		07 55	08 04		08 25		08 55	
Littlehampton		d			05 04				05 56	06 00b			06 43		07 08		07 26b	07 53		08 10b	08 24		08 55		09 55
Ford		d			05 09			05 34b	06 01	06 13			06 52	06 48	07 13	07 17	07 26	07 31b	07 58	08 13	08 23	08 29	08 34b	09 00	09 13
Bognor Regis		d			04 55b			05 29b	05 38b	05 55b	06 10b	06 36b	06 44b	06 51b	07 06b	07 25b	07 31b	07 54b		08 14b	08 28b	08 36b	08 56b	09 05b	09 17b
Barnham		d	04 59	05 03	05 15	05 21	05 45	06 03	06 19	06 48	06 58		07 02	07 19	07 22	07 35	07 43	08 04	08 19	08 28	08 36	08 48	08 59	09 05	09 19
Chichester		d	05 07	05 11	05 23	05 29	05 53	06 11	06 14	06 27	06 56	07 06	07 10	07 27	07 30	07 44	07 51	08 12	08 27	08 36	08 44a	08 56	09 07	09 13	09 29
Fishbourne		d							06 17				07 13		07 33			08 15				09 16		09 29	09 37
Bosham		d							06 20				07 16		07 36			08 18				09 19		09 37	10 07
Nutbourne		d							06 23				07 19		07 40			08 21				09 22		09 46	10 14
Southbourne		d							06 26	06 34	07 03	07 13	07 22		07 42	07 51	07 58	08 24			09 03	09 14	09 25		10 03
Emsworth		d				06 00			06 29	06 37	07 06	07 16	07 25	07 35	07 45	07 54	08 01	08 27	08 35		09 06	09 17	09 28	09 35	10 06
Warblington		d				06 03			06 32				07 28		07 57			08 30				09 31		10 03	10 14
Havant	a	05 17	05 21	05 33	05 39	06 06	06 21	06 34	06 40	07 10	07 19	07 30	07 38	07 49	07 59	08 05	08 32	08 38	08 46		09 09	09 22	09 33	09 39	09 47
Bedhampton	a					06 03c		06 37	07 02c		07 30c	07 35	07 52		08 31c	08 36		09 04c			09 31c	09 36		10 06	10 25
Hilsea	a					06 08c		06 43	07 08c		07 37c	07 40	07 57		08 37c	08 41		09 09c			09 37c	09 42		10 18	10 36
Fratton	a		05 30		05 48	06 15		06 47	07 12c	07 21	07 42c	07 44		08 01	08 15	08 45		08 56		09 18	09 41c	09 47		09 56	10 18
Portsmouth & Southsea	↻	a	05 33		05 52	06 20		06 51	07 16c	07 25	07 46c	07 48		08 05	08 18	08 49		08 59		09 23	09 45c	09 50		10 00	10 23
Portsmouth Harbour	↻	a	05 37		05 56	06 24		06 57	07 21c	07 42	07 51c		08 13b		08 22	08 58b		09 04		09 26b			10 04		10 34b
Cosham	a	05 24		05 41			06 29		06 49	07 27		07 46		08 08			08 46				09 29		09 47		10 29
Portchester	a	05 28		05 46					06 54	07 31				08 13							09 34				10 34
Farham	a	05 33		05 51			06 38		06 59	07 36		07 56		08 18			08 54				09 39		09 55		10 39
Swanwick	a	05 40		05 58			06 44		07 06	07 43		08 03		08 25			09 00				09 46		10 01		10 46
Southampton Central	↻	a	06 00	06 18		07 02		07 25	08 03		08 20		08 52				09 20				10 05		10 19		10 40

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities		P	Q	P	I	I	Q	P	I	Q	P	I	Q	I	Q	S	I	T	◇ 工 U	◇ 工 P	P	SN	SN
Notes																							
London Victoria	d	09 06		09 36			10 06			13 36			14 06			15 06			15 36			16 06	16 36
Clapham Junction	d	09 13		09 43			10 13			13 43			14 13			15 13			15 43			16 13	16 43
East Croydon	d	09 23		09 53			10 23			13 53			14 23			15 23			15 53			16 23	16 53
Gatwick Airport	d	09 39		10 09			10 39			14 09			14 39			15 09			16 09			16 39	17 09
Horsham	d	10 01		10 31			11 01			14 31			15 01			15 31			16 31			17 01	17 31
Brighton	d	09 32		10 02			10 32			14 02			14 32			15 32			16 02			16 32	17 02
Hove	d	09 36		10 06			10 36			14 06			14 36			15 36			16 06			16 36	17 06
Worthing	d	09 55		10 25			10 55			14 25			14 55			15 55			16 25			16 55	17 23
Littlehampton	d	10 10b				10 55	11 10b						15 09b			15 55			16 10b			17 10b	17 55
Ford	d	10 13	10 17b	10 34b	10 36b	11 00	11 13	11 17b		14 34b	14 36b	14 56b	15 13	15 17b	15 42	16 00	16 13	16 17b	16 41	17 00	17 13	17 17b	17 47
Bognor Regis	d	10 05b		10 29b	10 36b	10 56b	11 05b			14 29b	14 36b	14 56b	15 05b	15 36b	15 55b	16 05b	16 10b	16 36b	16 56b	17 05b	17 29b	17 36b	17 56b
Barnham	d	10 19	10 29	10 44	10 59	11 05	11 19	11 29		14 44	14 59	15 05	15 19	15 29	15 48	15 59	16 05	16 19	16 29	16 47	16 59	17 05	17 19
Chichester	d	10 27	10 37	10 52	11 07	11 13	11 27	11 37		14 52	15 07	15 13	15 27	15 37	15 56	16 07	16 13	16 27	16 37	16 55	17 07	17 13	17 27
Fishbourne	d					11 16						15 16					16 16				17 16	17 40	
Bosham	d					11 19						15 19					16 19				17 19	17 43	
Nutbourne	d					11 22						15 22					16 22				17 22	17 46	
Southbourne	d			10 59	11 14	11 25				14 59	15 14	15 25		16 03	16 14	16 25		17 02	17 14	17 25		18 07	
Emsworth	d	10 35		11 02	11 17	11 28	11 35			15 02	15 17	15 28	15 35	16 06	16 17	16 28	16 35	17 05	17 17	17 28	17 35	17 50	
Warblington	d					11 31						15 31				16 31				17 31		18 10	
Havant	a	10 38	10 47	11 05	11 20	11 33	11 38	11 48		15 05	15 20	15 33	15 38	15 47	16 09	16 20	16 33	16 38	16 47	17 08	17 20	17 33	
Bedhampton	a				11 30c	11 36					15 30c	15 36				16 30c	16 36		17 03c		17 30c	17 36	
Hilsea	a				11 36c	11 42					15 36c	15 42				16 36c	16 42		17 08c		17 36c	17 42	
Fratton	a	10 56		11 14	11 40c	11 46		11 57		15 14	15 40c	15 46		15 56	16 18	16 40c	16 46	16 55	17 18	17 40c	17 46	17 59c	
Portsmouth & Southsea	a	11 00		11 18	11 45c	11 50		12 00		15 18	15 45c	15 50		16 00	16 23	16 44c	16 50	17 00	17 23	17 43c	17 50	18 03c	
Portsmouth Harbour	a	11 04		11 22	11 40c	12 05		12 05		15 22	15 40c	15 50		16 04	16 36b	16 50c		17 04	17 35b	17 48c	18 09c	18 20b	
Cosham	a	10 46		11 28		11 46				15 28		15 46				16 46			17 28		17 46	18 04	
Portchester	a			11 33						15 33						16 33			17 33			18 04	
Fareham	a	10 54		11 38		11 54				15 38		15 54				16 54			17 38		17 54	18 12	
Swanwick	a	11 01		11 45		12 01				15 45		16 01				16 45			17 01		17 45	18 01	
Southampton Central	a	11 09		12 02		12 19				16 03		16 20				17 02			17 19		18 05	18 19	

ARUN DISTRICT COUNCIL LU/238/20/OUT

Operator		SN I	SN	SN I	SN I	SN	SN I	SN	SN I	SN I	SN	SN I	SN	SN I	SN	SN I	SN	SN I	SN Q	SN P	SN I	SN Q	SN	SN I	SN I	SN I	SN Q	SN R	SN	SN I	SN		
Facilities												M		I		Q	P			Q	P			I	I	I	I	Diamond		P			
Notes																																	
London Victoria	T0	d										(04 30)				06 06	06 26			07 06	07 36							08 06		08 36			
Claipham Junction	T0	d										(04 39)				06 13	06 43			07 13	07 43							08 13		08 43			
East Croydon		d										(05 28)				06 23	06 53			07 23	07 53							08 23		08 53			
Gatwick Airport		d										(05 56)				06 39	07 09			07 39	08 09							08 39		09 09			
Horsham		d										(06 19)				07 01	07 31			08 01	08 31							09 01		09 31			
Brighton	T0	d					05 14		05 32		06 02				06 32	07 02			07 32	08 02								08 33		09 00	09 04		
Hove		d					05 20		05 36		06 06				06 36	07 06			07 36	08 06								08 37		09 04	09 08		
Worthing		d					05 37		05 55		06 25				06 55	07 25			07 55	08 25								06 56		09 22	09 27		
Littlehampton		d						05 55		06 19			06 52	06 55	07 10b			07 55	08 10b									08 55		09 10b		09 55	
Ford		d					05 56	06 00	06 13				06 52	07 00	07 13	07 17b		08 00	08 13	08 17b								09 00	09 13	09 17b		10 00	
Bognor Regis		d		05 05b				05 37b		06 00b			06 29b	06 36b	06 56b	07 05b		07 29b	07 36b	07 56b	08 05b								08 59	09 05b	09 29b	09 36b	09 56b
Barnham		d	05 00	05 05	05 19	05 30	05 44	06 01	06 05	06 19	06 29	06 44	06 57	07 05	07 19	07 29	07 44	07 59	08 05	08 19	08 29	08 44	08 59	09 05	09 19	09 29	09 43	09 47	09 59	10 05			
Chichester		d	05 06	05 13	05 27	05 38	05 52	06 09	06 13	06 27	06 37	06 52	07 05	07 13	07 27	07 37	07 52	08 07	08 13	08 27	08 37	08 52	09 07	09 13	09 27	09 37	09 51	09 55	10 07	10 13			
Fishbourne		d		05 16					06 16					07 16				08 16											09 16		10 16		
Bosham		d		05 19					06 19					07 19				08 19											09 19		10 19		
Nuthourne		d		05 22					06 22					07 22				08 22											09 22		10 22		
Southbourne		d		05 25			05 59		06 25			06 59	07 12	07 25			07 59	08 14	08 25		08 59	09 14	09 25					10 02	10 14	10 25			
Emsworth		d	05 16		05 35		06 02	0																									

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN				
Facilities	P	Q	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P				
Notes																												
London Victoria	d	09 06			09 36			10 06		15 36		16 06			16 36		17 06	17 36			18 06		18 36					
Clapham Junction	d	09 13			09 43			10 13		15 43		16 13			16 43		17 13	17 43			18 13		18 43					
East Croydon	d	09 23			09 53			10 23		15 53		16 23			16 53		17 23	17 53			18 23		18 53					
Gatwick Airport	d	09 39			10 09			10 39		16 09		16 39			17 09		17 39	18 09			18 39		19 09					
Horsham	d	10 01			10 31			11 01		16 31		17 01			17 31		18 01	18 31			19 01		19 31					
Brighton	d	09 32			10 02			10 32		16 02		16 32			17 00	17 04		17 32			18 32		19 02					
Hove	d	09 36			10 06			10 36		16 06		16 36			17 04	17 08		17 36			18 36		19 06					
Worthing	d	09 55			10 25			10 55		16 25		16 55			17 22	17 27		17 55			18 55		19 25					
Littlehampton	d	10 10b						11 10b				16 55			17 10b			17 55			18 55		19 25					
Ford	d	10 13	10 17b					11 17b				17 13	17 17b					18 17b			19 17b		19 55					
Bognor Regis	d	10 05b			10 29b	10 36b	10 56b	11 05b		16 29b	16 36b	16 56b	17 05b		17 29b	17 36b		17 56b	18 05b	18 29b	18 36b	18 56b	19 05b	19 29b	19 36b	19 56b		
Barnham	d	10 19	10 29		10 44	10 59	11 05	11 19	11 29	16 44	16 59	17 05	17 19	17 29	17 42	17 47	17 59	18 05	18 19	18 29	18 44	18 59	19 05	19 19	19 29	19 44	19 59	20 05
Chichester	d	10 27	10 37		10 52	11 07	11 13	11 27	11 37	16 52	17 07	17 13	17 27	17 37	17 50	17 55	18 07	18 13	18 27	18 37	18 52	19 07	19 13	19 27	19 37	19 52	20 07	20 13
Fishbourne	d						11 16					17 16					18 16					19 16					20 16	
Bosham	d						11 19					17 19					18 19					19 19					20 19	
Nutbourne	d						11 22					17 22					18 22					19 22					20 22	
Southbourne	d				10 59	11 14	11 25			16 59	17 14	17 25			18 02	18 14	18 25			18 59	19 14	19 25			19 59	20 14	20 25	
Emsworth	d	10 35			11 02	11 17	11 28	11 35		17 02	17 17	17 28	17 35		18 05	18 17	18 28	18 35		19 02	19 17	19 28	19 35		20 02	20 17	20 28	
Warblington	d						11 31					17 31					18 31					19 31					20 31	
Havant	a	10 38	10 47		11 05	11 20	11 33	11 38	11 47	17 05	17 20	17 33	17 38	17 47	18 01	18 09	18 20	18 33	18 38	18 47	19 05	19 20	19 33	19 38	19 47	20 05	20 20	20 33
Bedhampton	a					11 30c	11 36					17 30c	17 36				18 30c	18 36				19 30c	19 36				20 30c	20 36
Hilsea	a					11 36c	11 42					17 36c	17 42				18 36c	18 42				19 36c	19 42				20 36c	20 42
Fratton	d		10 56		11 14	11 40c	11 46		11 56	17 14	17 40c	17 46		17 56		18 18	18 40c	18 46		18 56	19 14	19 40c	19 46		19 56	20 14	20 40c	20 47
Portsmouth & Southsea	a		11 00		11 18	11 44c	11 50		12 00	17 18	17 44c	17 50		18 00		18 21	18 44c	18 50		19 00	19 18	19 44c	19 50		20 00	20 18	20 44c	20 50
Portsmouth Harbour	a		11 04		11 22				12 04	17 22				18 04		18 25		18 50		19 04	19 22				20 04	20 22		
Cosham	a	10 46			11 28			11 46		17 28		17 46		18 08		18 28		18 46			19 28		19 46				20 28	
Portchester	a				11 33					17 33						18 33					19 33						20 33	
Fareham	a	10 54			11 38			11 54		17 38		17 54		18 16		18 38		18 54			19 38		19 54				20 38	
Swanwick	a	11 01			11 45			12 01		17 45		18 01				18 45		19 01			19 45		20 01				20 45	
Southampton Central	a	11 19			12 03			12 19		18 03		18 20		18 43		19 03		19 19			20 03		20 19				21 03	

Operator	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities	Q	Q		Z	Q	Q	P											
Notes																		AA
London Victoria	d	19 06		19 36		20 06		20 36		21 06b	21 36		22 06	22 36	23 36			
Clapham Junction	d	19 13		19 43		20 13		20 43		21 13b	21 43		22 13	22 43	23 23			
East Croydon	d	19 23		19 53		20 23		20 53		21 23b	21 53		22 23	22 53	23 23			
Gatwick Airport	d	19 39		20 09		20 39		21 09		21 39b	22 09		22 39	23 09	23 54			
Horsham	d	20 01		20 31		21 01		21 31		21 58b	22 28		22 58	23 30				
Brighton	d	19 32	20 02		20 32		21 02		21 32	22 02		22 32	23 02	00 04				
Hove	d	19 36	20 06		20 36		21 06		21 36	22 06		22 37		23 22b	00 25			
Worthing	d	19 55	20 25		20 55		21 25		21 55	22 25		22 59		23 41b	00 43			
Littlehampton	d	20 10b				21 10b		21 40b		22 12b			23 17b					
Ford	d	20 13	20 17b		21 13	21 17b		21 45b		22 17b	23 02	23 17	23 32	00 03	01 02			
Bognor Regis	d	20 05b		20 29b	20 36b	21 05b		21 29b	21 36b	22 05b	22 35b		23 15b					
Barnham	d	20 19	20 29	20 44	21 03	21 19	21 29	21 44	21 59	22 17	22 44	23 07	23 24	23 40	00 09	01 08		
Chichester	d	20 27	20 37	20 52	21 11	21 27	21 37	21 52	22 07	22 25	22 52	23 15	23 31a	23 48a	00 17a	01 15a		
Fishbourne	d			21 14				22 10				23 18						
Bosham	d			21 17				22 13				23 21						
Nutbourne	d			21 20				22 16				23 25						
Southbourne	d		20 59	21 23			21 59	22 19	22 32	22 59	23 27							
Emsworth	d	20 35	21 02	21 26	21 35		22 02	22 22	22 35	23 02	23 30							
Warblington	d			21 29				22 25			23 33							
Havant	a	20 38	20 47	21 05	21 31	21 38	21 49	22 05	22 27	22 38	23 05	23 36						
Bedhampton	a			21 30c	21 34						23 33c							
Hilsea	a			21 35c							23 41c							
Fratton	a	20 56	21 14		21 54c	21 58	22 14		22 48	23 14	23 48							
Portsmouth & Southsea	a	21 00	21 18		21 58c	22 03	22 18		22 52	23 18	23 54							
Portsmouth Harbour	a		21 04	21 22		22 03c	22 07	22 22		22 56	23 22	00 07c						
Cosham	a	20 46			21 40	21 46		22 34										
Portchester	a				21 44			22 39										
Fareham	a	20 54			21 49	21 55		22 44										
Swanwick	a	21 01			21 56	22 03		22 51										
Southampton Central	a	21 19			22 14	22 20		23 08										

Sundays

Operator		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	GW	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities																◇															
Notes																AB	AC				AC										
London Victoria	10	d							07 32b		08 32			09 33			10 33		11 33		12 33		13 33					14 33			
Clapham Junction	10	d							07 40b		08 40			09 40			10 40		11 40		12 40		13 40					14 40			
East Croydon		a							07 57b		08 51			09 49			10 49		11 49		12 49		13 49					14 49			
Gatwick Airport		e							08 20b		09 14			10 13			11 13		12 13		13 13		14 13					15 13			
Horsham									08 38b		09 35			10 35			11 31		12 31		13 31		14 31					15 31			
Brighton	10	d			07 15	07 30	08 00	08 20	08 30	09 00			09 30	10 00			10 30	11 00	11 10		12 30	13 00		13 30	14 00			14 30	15 00		
Hove		d			07 19	07 34	08 04	08 24	08 34	09 04			09 34	10 04			10 34	11 04	11 14		12 34	13 04		13 34	14 04			14 34	15 04		
Worthing		d			07 33	07 57	08 27	08 38	08 57	09 27			09 57	10 27			10 57	11 27	11 31		11 57	12 27		12 57	13 27			13 57	14 27		14 57
Littlehampton		d	06 42	07 39					08 31b				09 31b				10 31b		11 31b		12 31b		13 31b		14 31b			15 31b			
Ford		d	06 47	07 44	07 49	08 16	08 46	08 52	09 16	09 46	10 08	10 16	10 46	11 08	11 16	11 46	12 05	12 16		12 46	13 05	13 16	13 46	14 05	14 16	14 46	15 05	15 16	15 46	16 05	
Bognor Regis		d		07 26b		08 00b	08 31b		09 00b	09 31b	10 00b	10 06b	10 31b	11 00b	11 06b	11 31b	12 00b			12 31b	13 00b		13 31b		14 05b	14 31b	15 00b		15 31b	16 02b	
Barnham		d	06 52	07 49	07 54	08 21	08 51	08 57	09 22	09 51	10 13	10 21	10 51	11 13	11 21	11 51	11 56			12 13	12 21	12 51	13 13	13 21	13 51	14 13	14 21	14 51	15 13	15 21	15 51
Chichester		d	07 00	07 57	08 02	08 29	08 59	09 05	09 30	09 59	10 22	10 29	10 59	11 22	11 29	11 59	12 04			12 21	12 29	12 59	13 21	13 29	13 59	14 21	14 29	14 59	15 21	15 29	15 59
Fishbourne		d				08 32			09 33			10 32			11 32					12 32			13 32			14 32			15 32		
Bosham		d				08 35			09 36			10 35			11 35					12 35			13 35			14 35			15 35		
Nutbourne		d				08 38			09 39			10 38			11 38					12 38			13 38			14 38			15 38		
Southbourne		d	07 07		08 09	08 41		09 12	09 42		10 29	10 41		11 29	11 41					12 28	12 41		13 28	13 41		14 28	14 41		15 28	15 41	
Emsworth		d	07 10	08 05	08 12	08 44	09 07	09 15	09 45	10 07	10 33	10 44	11 07	11 33	11 44	12 07				12 32	12 44	13 07	13 32	13 44	14 07	14 32	14 44	15 07	15 32	15 44	16 07
Warblington		d				08 47			09 48		10 47			11 47						12 47			13 47			14 47			15 47		
Havant		a	07 14	08 09	08 16	08 49	09 10	09 19	09 50	10 10	10 36	10 49	11 10	11 36	11 49	12 10	12 15			12 36	12 49	13 10	13 36	13 49	14 10	14 36	14 49	15 10	15 36	15 49	16 10
Bedhampton		a			08 41c	08 52		09 46c	09 53		10 46c	10 52		11 43c	11 52					12 43c	12 52		13 43c	13 52		14 43c	14 52		15 43c	15 52	16 43c
Hilsea		a																													
Fratton		a	07 23		08 25	09 00		09 28	10 01		10 47	11 00		11 47	12 00					12 47	13 00		13 45	14 00		14 47	15 00		15 45	16 00	16 47
Portsmouth & Southsea		a	07 27		08 28	09 03		09 31	10 04		10 52	11 03		11 50	12 03					12 52	13 03		13 49	14 03		14 51	15 03		15 49	16 03	16 51
Portsmouth Harbour		a		07 31		08 32	09 07		09 35	10 08		10 56	11 07		11 55	12 07				12 56	13 07		13 53	14 07		14 56	15 07		15 53	16 07	16 55
Cosham		a		08 17			09 17			10 17			11 17			12 17	12 25					13 17			14 17			15 17		16 17	
Portchester		a																													
Fareham		a		08 25			09 25			10 25			11 25			12 25	12 33					13 25			14 25			15 25		16 25	
Swanwick		a		08 32			09 32			10 32			11 32			12 32						13 32			14 32			15 32		16 32	
Southampton Central		a		08 50			09 50			10 50			11 50			12 50	12 55					13 50			14 50			15 50		16 50	

Operator	Facilities	GW ◇ U	SN	SN □	SN ▣ AC	SN	SN □	SN ▣ AC	GW ◇ U	SN	SN □	SN ▣ AC	SN	SN □	SN ▣ AC	SN	SN □	SN ▣ AC	SN	SN □	SN ▣ AC	SN	SN □	SN ▣ AC	SN	GW	SN □ AD	SN	
Notes																													
London Victoria	10	a			15 33			16 33				17 33			18 33			19 33			20 33			21 33			21 15	21 33a	
Clapham Junction	10	d			15 40			16 40				17 40			18 40			19 40			20 40			21 40			21 23	21 40b	
East Croydon		b			15 49			16 49				17 49			18 49			19 49			20 49			21 49			21 33	21 49b	
Gatwick Airport		e			16 13			17 13				18 13			19 13			20 13			21 13			22 13			21 50	22 14b	
Horsham		c			16 31			17 31				18 31			19 31			20 31			21 31			22 31				22 33b	
Brighton	10	d			15 47	15 30	16 00			16 30	17 00		17 46	17 30	18 00		18 30	19 00		19 30	20 00		20 30	21 00		21 30	21 46	22 10n	22 47
Hove		d			15 51	15 34	16 04			16 34	17 04		17 50	17 34	18 04		18 34	19 04		19 34	20 04		20 34	21 04		21 34	21 50	22 19	22 52
Worthing		d			16 09	15 57	16 27			16 37	17 27		18 08	17 57	18 27		18 57	19 27		19 57	20 27		20 57	21 27		21 57	22 03	22 44	23 14
Littlehampton		d					16 31b				17 31b			18 31b		19 31b		20 31b		21 31b			21 31b				22 31b	23 42	
Ford		d				16 16	16 46	17 05	17 16	17 46	18 05		18 16	18 46	19 05	19 16	19 46	20 05	20 16	20 46	21 05	21 16	21 46	22 05	22 16		22 56	23 47	
Bognor Regis		d					16 31b	17 00b			17 31b	18 00b		18 31b	19 00b		19 31b	20 00b		20 31b	21 00b		21 31b	22 00b			22 28b		
Barnham		d			16 27	16 31	16 51	17 13	17 21	17 51	18 13	18 27	18 31	18 51	19 13	19 21	19 51	20 13	20 21	20 51	21 13	21 21	21 51	22 13	22 29	22 24	23 01	23 52	
Chichester		d			16 35	16 39	16 59	17 21	17 29	17 59	18 21	18 35	18 39	18 59	19 21	19 29	19 59	20 21	20 29	20 59	21 21	21 29	21 59	22 21	22 37	22 32	23 09	23 59a	
Fishbourne		d				16 42		17 32					18 42			19 32			20 32			21 32			22 40				
Bosham		d				16 45		17 35					18 45			19 35			20 35			21 35			22 43			23 13	
Nutbourne		d				16 48		17 38					18 48			19 38			20 38			21 38			22 46			23 17	
Southbourne		d				16 51		17 28	17 41		18 28		18 51		19 28	19 41		20 28	20 41		21 28	21 41		22 28	22 49		23 19		
Emsworth		d				16 54	17 07	17 32	17 44	18 07	18 32		18 54	19 07	19 32	19 44	20 07	20 32	20 44	21 07	21 32	21 44	22 07	22 32	22 52		23 22		
Warblington		d				16 57		17 47					18 57			19 47			20 47			21 47			22 55				
Havant	a	16 45	16 59	17 10	17 36	17 49	18 10	18 36	18 50	18 59	19 10	19 36	19 49	20 10	20 36	20 49	21 11	21 36	21 49	22 11	22 36	22 57	22 44	23 26		23 26			
Bechampton	a			17 02		17 43c	17 52		18 43c		19 02		19 43c	19 52		20 43c	20 52		21 43c	21 52		22 43c	23 01		23 45c				
Hilsea	a																												
Fratton	a	17 02c	17 11		17 47	18 00		18 48	19 02c	19 14		19 47	20 00		20 47	21 00		21 45	22 00		22 47	23 11	22 59	23 35					
Portsmouth & Southsea	a	17 07c	17 33q		17 50	18 03		18 51	19 06c	19 33q		19 51	20 03		20 51	21 03		21 49	22 03		22 52	23 15	23 02	23 38					
Portsmouth Harbour	a	17 11c	17 51q		17 54	18 07		18 55	19 11c	19 51q		19 55	20 07		20 55	21 07		21 54	22 07		22 56	23 20	23 07	23 42					
Costarm	a	16 52		17 17			18 17		18 56		19 17			20 17			21 18												
Portchester	a																												
Fareham	a	16 59		17 25		18 25		19 04		19 25			20 25			21 26													
Swanwick	a			17 32		18 32		19 32		20 32			21 32			22 32													
Southampton Central	a	17 20		17 50		18 50		19 26		19 50			20 50			21 51													

APPENDIX L

TRICS Data

Calculation Reference: AUDIT-138301-190715-0702

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

VEHICLESSelected regions and areas:

02 SOUTH EAST	
BD BEDFORDSHIRE	3 days
ES EAST SUSSEX	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
SF SUFFOLK	1 days
05 EAST MIDLANDS	
NT NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 55 to 175 (units:)
 Range Selected by User: 6 to 175 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 05/06/18

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

Selected survey days:

Monday	1 days
Tuesday	5 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	3

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	4
Built-Up Zone	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C3 8 days

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

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

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

Travel Plan:

No 8 days

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

PTAL Rating:

No PTAL Present 8 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
5	ES-03-C-01	BLOCK OF FLATS	EAST SUSSEX
	OLD SHOREHAM RD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL
6	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
7	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
8	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY		
	COVENTRY		
	PARKSIDE		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	55	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-C-02	Size
DC-03-C-02	size
DV-03-C-01	Size
EX-03-C-01	Number of units

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
EX-03-C-02	Parking Ratio
HC-03-C-01	Parking Ratio
NF-03-C-01	Parking Ratio
NT-03-C-02	Parking Ratio
SF-03-C-03	size

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.051	8	92	0.189	8	92	0.240
08:00 - 09:00	8	92	0.057	8	92	0.221	8	92	0.278
09:00 - 10:00	8	92	0.063	8	92	0.102	8	92	0.165
10:00 - 11:00	8	92	0.072	8	92	0.086	8	92	0.158
11:00 - 12:00	8	92	0.060	8	92	0.075	8	92	0.135
12:00 - 13:00	8	92	0.089	8	92	0.077	8	92	0.166
13:00 - 14:00	8	92	0.067	8	92	0.081	8	92	0.148
14:00 - 15:00	8	92	0.071	8	92	0.060	8	92	0.131
15:00 - 16:00	8	92	0.098	8	92	0.072	8	92	0.170
16:00 - 17:00	8	92	0.128	8	92	0.089	8	92	0.217
17:00 - 18:00	8	92	0.190	8	92	0.087	8	92	0.277
18:00 - 19:00	8	92	0.216	8	92	0.100	8	92	0.316
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.162			1.239			2.401		

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	55 - 175 (units:)
Survey date range:	01/01/11 - 05/06/18
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	9

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.005	8	92	0.007	8	92	0.012
08:00 - 09:00	8	92	0.005	8	92	0.004	8	92	0.009
09:00 - 10:00	8	92	0.003	8	92	0.003	8	92	0.006
10:00 - 11:00	8	92	0.004	8	92	0.005	8	92	0.009
11:00 - 12:00	8	92	0.005	8	92	0.005	8	92	0.010
12:00 - 13:00	8	92	0.003	8	92	0.001	8	92	0.004
13:00 - 14:00	8	92	0.000	8	92	0.001	8	92	0.001
14:00 - 15:00	8	92	0.001	8	92	0.001	8	92	0.002
15:00 - 16:00	8	92	0.003	8	92	0.003	8	92	0.006
16:00 - 17:00	8	92	0.005	8	92	0.005	8	92	0.010
17:00 - 18:00	8	92	0.004	8	92	0.004	8	92	0.008
18:00 - 19:00	8	92	0.004	8	92	0.003	8	92	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.000	8	92	0.000	8	92	0.000
08:00 - 09:00	8	92	0.000	8	92	0.000	8	92	0.000
09:00 - 10:00	8	92	0.000	8	92	0.000	8	92	0.000
10:00 - 11:00	8	92	0.000	8	92	0.000	8	92	0.000
11:00 - 12:00	8	92	0.001	8	92	0.000	8	92	0.001
12:00 - 13:00	8	92	0.000	8	92	0.001	8	92	0.001
13:00 - 14:00	8	92	0.000	8	92	0.000	8	92	0.000
14:00 - 15:00	8	92	0.000	8	92	0.000	8	92	0.000
15:00 - 16:00	8	92	0.000	8	92	0.000	8	92	0.000
16:00 - 17:00	8	92	0.000	8	92	0.000	8	92	0.000
17:00 - 18:00	8	92	0.000	8	92	0.000	8	92	0.000
18:00 - 19:00	8	92	0.000	8	92	0.000	8	92	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.000	8	92	0.012	8	92	0.012
08:00 - 09:00	8	92	0.003	8	92	0.015	8	92	0.018
09:00 - 10:00	8	92	0.000	8	92	0.000	8	92	0.000
10:00 - 11:00	8	92	0.004	8	92	0.003	8	92	0.007
11:00 - 12:00	8	92	0.005	8	92	0.005	8	92	0.010
12:00 - 13:00	8	92	0.001	8	92	0.001	8	92	0.002
13:00 - 14:00	8	92	0.003	8	92	0.001	8	92	0.004
14:00 - 15:00	8	92	0.004	8	92	0.000	8	92	0.004
15:00 - 16:00	8	92	0.004	8	92	0.000	8	92	0.004
16:00 - 17:00	8	92	0.001	8	92	0.001	8	92	0.002
17:00 - 18:00	8	92	0.010	8	92	0.005	8	92	0.015
18:00 - 19:00	8	92	0.005	8	92	0.000	8	92	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.043			0.083

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.042	8	92	0.169	8	92	0.211
08:00 - 09:00	8	92	0.048	8	92	0.209	8	92	0.257
09:00 - 10:00	8	92	0.053	8	92	0.093	8	92	0.146
10:00 - 11:00	8	92	0.055	8	92	0.066	8	92	0.121
11:00 - 12:00	8	92	0.040	8	92	0.056	8	92	0.096
12:00 - 13:00	8	92	0.070	8	92	0.061	8	92	0.131
13:00 - 14:00	8	92	0.060	8	92	0.068	8	92	0.128
14:00 - 15:00	8	92	0.060	8	92	0.051	8	92	0.111
15:00 - 16:00	8	92	0.079	8	92	0.060	8	92	0.139
16:00 - 17:00	8	92	0.112	8	92	0.071	8	92	0.183
17:00 - 18:00	8	92	0.173	8	92	0.079	8	92	0.252
18:00 - 19:00	8	92	0.205	8	92	0.092	8	92	0.297
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.997			1.075			2.072

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.003	8	92	0.012	8	92	0.015
08:00 - 09:00	8	92	0.004	8	92	0.007	8	92	0.011
09:00 - 10:00	8	92	0.007	8	92	0.007	8	92	0.014
10:00 - 11:00	8	92	0.014	8	92	0.015	8	92	0.029
11:00 - 12:00	8	92	0.014	8	92	0.014	8	92	0.028
12:00 - 13:00	8	92	0.016	8	92	0.011	8	92	0.027
13:00 - 14:00	8	92	0.007	8	92	0.011	8	92	0.018
14:00 - 15:00	8	92	0.008	8	92	0.008	8	92	0.016
15:00 - 16:00	8	92	0.016	8	92	0.010	8	92	0.026
16:00 - 17:00	8	92	0.011	8	92	0.012	8	92	0.023
17:00 - 18:00	8	92	0.011	8	92	0.003	8	92	0.014
18:00 - 19:00	8	92	0.004	8	92	0.003	8	92	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.115			0.113			0.228

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.000	8	92	0.000	8	92	0.000
08:00 - 09:00	8	92	0.000	8	92	0.001	8	92	0.001
09:00 - 10:00	8	92	0.000	8	92	0.000	8	92	0.000
10:00 - 11:00	8	92	0.000	8	92	0.000	8	92	0.000
11:00 - 12:00	8	92	0.000	8	92	0.000	8	92	0.000
12:00 - 13:00	8	92	0.000	8	92	0.001	8	92	0.001
13:00 - 14:00	8	92	0.000	8	92	0.000	8	92	0.000
14:00 - 15:00	8	92	0.001	8	92	0.000	8	92	0.001
15:00 - 16:00	8	92	0.000	8	92	0.000	8	92	0.000
16:00 - 17:00	8	92	0.000	8	92	0.000	8	92	0.000
17:00 - 18:00	8	92	0.001	8	92	0.001	8	92	0.002
18:00 - 19:00	8	92	0.003	8	92	0.003	8	92	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.006			0.011

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.

Calculation Reference: AUDIT-138301-190809-0838

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

VEHICLESSelected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Secondary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
 Actual Range: 175 to 370 (units: sqm)
 Range Selected by User: 75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 12/07/18

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

Tuesday 1 days
 Thursday 2 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Neighbourhood Centre (PPS6 Local Centre) 3

*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 1
 High Street 2

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

A3 3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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:

250,001 to 500,000 3 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days
1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|---|---------------------------|----------------------|
| 1 | DS-06-B-03 | BRITISH RESTAURANT | DERBYSHIRE |
| | THORNHILL ROAD
DERBY
LITTLEOVER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 350 sqm
<i>Survey date: THURSDAY 12/07/18</i> | | |
| 2 | WM-06-B-06 | ITALIAN RESTAURANT | WEST MIDLANDS |
| | EARLSDON STREET
COVENTRY

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 175 sqm
<i>Survey date: THURSDAY 24/11/16</i> | | |
| 3 | WM-06-B-07 | INDIAN RESTAURANT | WEST MIDLANDS |
| | AUDNAM
STOURBRIDGE
AUDNAM
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 370 sqm
<i>Survey date: TUESDAY 28/11/17</i> | | |

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-06-B-01	size
ST-06-B-01	size

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	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												
08:00 - 09:00												
09:00 - 10:00	1	175	0.571	0.000	1	175	0.571	0.000	1	175	1.142	0.000
10:00 - 11:00	2	263	0.762	0.000	2	263	0.571	0.000	2	263	1.333	0.000
11:00 - 12:00	2	263	0.762	0.000	2	263	0.571	0.000	2	263	1.333	0.000
12:00 - 13:00	2	263	1.714	0.000	2	263	1.333	0.000	2	263	3.047	0.000
13:00 - 14:00	2	263	1.333	0.000	2	263	1.143	0.000	2	263	2.476	0.000
14:00 - 15:00	2	263	0.762	0.000	2	263	0.952	0.000	2	263	1.714	0.000
15:00 - 16:00	3	298	0.335	0.000	3	298	0.447	0.000	3	298	0.782	0.000
16:00 - 17:00	3	298	0.335	0.000	3	298	0.223	0.000	3	298	0.558	0.000
17:00 - 18:00	3	298	0.894	0.000	3	298	0.335	0.000	3	298	1.229	0.000
18:00 - 19:00	3	298	1.453	0.000	3	298	0.670	0.000	3	298	2.123	0.000
19:00 - 20:00	3	298	1.341	0.000	3	298	1.006	0.000	3	298	2.347	0.000
20:00 - 21:00	3	298	1.006	0.000	3	298	1.117	0.000	3	298	2.123	0.000
21:00 - 22:00	3	298	1.453	0.000	3	298	1.564	0.000	3	298	3.017	0.000
22:00 - 23:00	3	298	0.223	0.000	3	298	0.670	0.000	3	298	0.893	0.000
23:00 - 24:00	3	298	0.000	0.000	3	298	1.453	0.000	3	298	1.453	0.000
Total Rates:			12.944	0.000			12.626	0.000			25.570	0.000

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	175 - 370 (units: sqm)
Survey date range:	01/01/11 - 12/07/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	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												
08:00 - 09:00												
09:00 - 10:00	1	175	0.000	0.000	1	175	0.000	0.000	1	175	0.000	0.000
10:00 - 11:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
11:00 - 12:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
12:00 - 13:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
13:00 - 14:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
14:00 - 15:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
15:00 - 16:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
16:00 - 17:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
17:00 - 18:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
18:00 - 19:00	3	298	0.112	0.000	3	298	0.112	0.000	3	298	0.224	0.000
19:00 - 20:00	3	298	0.112	0.000	3	298	0.112	0.000	3	298	0.224	0.000
20:00 - 21:00	3	298	0.223	0.000	3	298	0.223	0.000	3	298	0.446	0.000
21:00 - 22:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
22:00 - 23:00	3	298	0.112	0.000	3	298	0.112	0.000	3	298	0.224	0.000
23:00 - 24:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
Total Rates:			0.559	0.000			0.559	0.000			1.118	0.000

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

PSVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	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												
08:00 - 09:00												
09:00 - 10:00	1	175	0.000	0.000	1	175	0.000	0.000	1	175	0.000	0.000
10:00 - 11:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
11:00 - 12:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
12:00 - 13:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
13:00 - 14:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
14:00 - 15:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
15:00 - 16:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
16:00 - 17:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
17:00 - 18:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
18:00 - 19:00	3	298	0.112	0.000	3	298	0.112	0.000	3	298	0.224	0.000
19:00 - 20:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
20:00 - 21:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
21:00 - 22:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
22:00 - 23:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
23:00 - 24:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
Total Rates:			0.112	0.000			0.112	0.000			0.224	0.000

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

CYCLI STS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	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												
08:00 - 09:00												
09:00 - 10:00	1	175	0.000	0.000	1	175	0.000	0.000	1	175	0.000	0.000
10:00 - 11:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
11:00 - 12:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
12:00 - 13:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
13:00 - 14:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
14:00 - 15:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
15:00 - 16:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
16:00 - 17:00	3	298	0.112	0.000	3	298	0.000	0.000	3	298	0.112	0.000
17:00 - 18:00	3	298	0.112	0.000	3	298	0.000	0.000	3	298	0.112	0.000
18:00 - 19:00	3	298	0.000	0.000	3	298	0.112	0.000	3	298	0.112	0.000
19:00 - 20:00	3	298	0.000	0.000	3	298	0.112	0.000	3	298	0.112	0.000
20:00 - 21:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
21:00 - 22:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
22:00 - 23:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
23:00 - 24:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
Total Rates:			0.224	0.000			0.224	0.000			0.448	0.000

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

CARS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	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												
08:00 - 09:00												
09:00 - 10:00	1	175	0.571	0.000	1	175	0.571	0.000	1	175	1.142	0.000
10:00 - 11:00	2	263	0.571	0.000	2	263	0.571	0.000	2	263	1.142	0.000
11:00 - 12:00	2	263	0.571	0.000	2	263	0.190	0.000	2	263	0.761	0.000
12:00 - 13:00	2	263	1.714	0.000	2	263	1.333	0.000	2	263	3.047	0.000
13:00 - 14:00	2	263	0.952	0.000	2	263	0.762	0.000	2	263	1.714	0.000
14:00 - 15:00	2	263	0.571	0.000	2	263	0.762	0.000	2	263	1.333	0.000
15:00 - 16:00	3	298	0.335	0.000	3	298	0.447	0.000	3	298	0.782	0.000
16:00 - 17:00	3	298	0.335	0.000	3	298	0.223	0.000	3	298	0.558	0.000
17:00 - 18:00	3	298	0.894	0.000	3	298	0.335	0.000	3	298	1.229	0.000
18:00 - 19:00	3	298	1.229	0.000	3	298	0.447	0.000	3	298	1.676	0.000
19:00 - 20:00	3	298	1.229	0.000	3	298	0.894	0.000	3	298	2.123	0.000
20:00 - 21:00	3	298	0.782	0.000	3	298	0.894	0.000	3	298	1.676	0.000
21:00 - 22:00	3	298	1.341	0.000	3	298	1.453	0.000	3	298	2.794	0.000
22:00 - 23:00	3	298	0.112	0.000	3	298	0.559	0.000	3	298	0.671	0.000
23:00 - 24:00	3	298	0.000	0.000	3	298	1.453	0.000	3	298	1.453	0.000
Total Rates:			11.207	0.000			10.894	0.000			22.101	0.000

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	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												
08:00 - 09:00												
09:00 - 10:00	1	175	0.000	0.000	1	175	0.000	0.000	1	175	0.000	0.000
10:00 - 11:00	2	263	0.190	0.000	2	263	0.000	0.000	2	263	0.190	0.000
11:00 - 12:00	2	263	0.190	0.000	2	263	0.381	0.000	2	263	0.571	0.000
12:00 - 13:00	2	263	0.000	0.000	2	263	0.000	0.000	2	263	0.000	0.000
13:00 - 14:00	2	263	0.381	0.000	2	263	0.381	0.000	2	263	0.762	0.000
14:00 - 15:00	2	263	0.190	0.000	2	263	0.190	0.000	2	263	0.380	0.000
15:00 - 16:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
16:00 - 17:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
17:00 - 18:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
18:00 - 19:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
19:00 - 20:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
20:00 - 21:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
21:00 - 22:00	3	298	0.112	0.000	3	298	0.112	0.000	3	298	0.224	0.000
22:00 - 23:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
23:00 - 24:00	3	298	0.000	0.000	3	298	0.000	0.000	3	298	0.000	0.000
Total Rates:			1.063	0.000			1.064	0.000			2.127	0.000

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.

Calculation Reference: AUDIT-138301-190927-0905

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 70 to 298 (units: sqm)
 Range Selected by User: 70 to 300 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 23/09/16

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5

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	6
Built-Up Zone	1

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

Secondary Filtering selection:Use Class:

A1	7 days
----	--------

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

Population within 1 mile:

15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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	5 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	7 days
----	--------

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-01-O-01	PREMIER	DEVON
	MELROSE AVENUE		
	PLYMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	70 sqm	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
2	ES-01-O-01	ONE STOP	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
3	LE-01-O-01	BEST ONE	LEICESTERSHIRE
	THE FAIRWAY		
	LEICESTER		
	AYLESTONE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	220 sqm	
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL
4	NF-01-O-01	TESCO EXPRESS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	298 sqm	
	Survey date: FRIDAY	26/10/12	Survey Type: MANUAL
5	NY-01-O-02	SAINSBURY'S LOCAL	NORTH YORKSHIRE
	COLD BATH ROAD		
	HARROGATE		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	220 sqm	
	Survey date: MONDAY	10/12/12	Survey Type: MANUAL
6	SY-01-O-01	SAINSBURY'S LOCAL	SOUTH YORKSHIRE
	DIVISION STREET		
	SHEFFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	219 sqm	
	Survey date: WEDNESDAY	12/12/12	Survey Type: MANUAL
7	WL-01-O-01	ONE STOP	WILTSHIRE
	THE CIRCLE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	292 sqm	
	Survey date: FRIDAY	23/09/16	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 01 - RETAIL/O - CONVENIENCE STORE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	216	4.167	3	216	3.858	3	216	8.025
07:00 - 08:00	7	228	7.755	7	228	6.629	7	228	14.384
08:00 - 09:00	7	228	10.444	7	228	9.756	7	228	20.200
09:00 - 10:00	7	228	8.818	7	228	8.130	7	228	16.948
10:00 - 11:00	7	228	5.816	7	228	5.566	7	228	11.382
11:00 - 12:00	7	228	7.505	7	228	7.567	7	228	15.072
12:00 - 13:00	7	228	9.756	7	228	9.131	7	228	18.887
13:00 - 14:00	7	228	6.379	7	228	6.379	7	228	12.758
14:00 - 15:00	7	228	9.381	7	228	9.131	7	228	18.512
15:00 - 16:00	7	228	9.006	7	228	9.506	7	228	18.512
16:00 - 17:00	7	228	11.069	7	228	9.756	7	228	20.825
17:00 - 18:00	7	228	11.695	7	228	10.694	7	228	22.389
18:00 - 19:00	7	228	12.070	7	228	12.946	7	228	25.016
19:00 - 20:00	7	228	10.069	7	228	11.382	7	228	21.451
20:00 - 21:00	5	247	2.668	5	247	4.770	5	247	7.438
21:00 - 22:00	4	254	3.048	4	254	4.523	4	254	7.571
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			129.646			129.724			259.370

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	70 - 298 (units: sqm)
Survey date range:	01/01/11 - 23/09/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	216	0.000	3	216	0.000	3	216	0.000
07:00 - 08:00	7	228	0.125	7	228	0.125	7	228	0.250
08:00 - 09:00	7	228	0.250	7	228	0.188	7	228	0.438
09:00 - 10:00	7	228	0.125	7	228	0.125	7	228	0.250
10:00 - 11:00	7	228	0.000	7	228	0.063	7	228	0.063
11:00 - 12:00	7	228	0.125	7	228	0.125	7	228	0.250
12:00 - 13:00	7	228	0.188	7	228	0.188	7	228	0.376
13:00 - 14:00	7	228	0.125	7	228	0.125	7	228	0.250
14:00 - 15:00	7	228	0.125	7	228	0.125	7	228	0.250
15:00 - 16:00	7	228	0.063	7	228	0.063	7	228	0.126
16:00 - 17:00	7	228	0.188	7	228	0.125	7	228	0.313
17:00 - 18:00	7	228	0.188	7	228	0.188	7	228	0.376
18:00 - 19:00	7	228	0.125	7	228	0.063	7	228	0.188
19:00 - 20:00	7	228	0.188	7	228	0.313	7	228	0.501
20:00 - 21:00	5	247	0.243	5	247	0.243	5	247	0.486
21:00 - 22:00	4	254	0.492	4	254	0.492	4	254	0.984
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.550			2.551			5.101

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

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

Odyssey Markides LLP White Hart Lane Basingstoke

Licence No: 138301

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	216	0.309	3	216	0.309	3	216	0.618
07:00 - 08:00	7	228	0.438	7	228	0.438	7	228	0.876
08:00 - 09:00	7	228	0.188	7	228	0.125	7	228	0.313
09:00 - 10:00	7	228	0.125	7	228	0.188	7	228	0.313
10:00 - 11:00	7	228	0.063	7	228	0.063	7	228	0.126
11:00 - 12:00	7	228	0.188	7	228	0.188	7	228	0.376
12:00 - 13:00	7	228	0.063	7	228	0.063	7	228	0.126
13:00 - 14:00	7	228	0.000	7	228	0.000	7	228	0.000
14:00 - 15:00	7	228	0.000	7	228	0.000	7	228	0.000
15:00 - 16:00	7	228	0.000	7	228	0.000	7	228	0.000
16:00 - 17:00	7	228	0.063	7	228	0.063	7	228	0.126
17:00 - 18:00	7	228	0.000	7	228	0.000	7	228	0.000
18:00 - 19:00	7	228	0.000	7	228	0.000	7	228	0.000
19:00 - 20:00	7	228	0.000	7	228	0.000	7	228	0.000
20:00 - 21:00	5	247	0.000	5	247	0.000	5	247	0.000
21:00 - 22:00	4	254	0.000	4	254	0.000	4	254	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.437			1.437			2.874

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	216	0.463	3	216	0.309	3	216	0.772
07:00 - 08:00	7	228	0.625	7	228	0.625	7	228	1.250
08:00 - 09:00	7	228	1.126	7	228	1.063	7	228	2.189
09:00 - 10:00	7	228	0.500	7	228	0.375	7	228	0.875
10:00 - 11:00	7	228	0.313	7	228	0.188	7	228	0.501
11:00 - 12:00	7	228	0.188	7	228	0.313	7	228	0.501
12:00 - 13:00	7	228	0.563	7	228	0.438	7	228	1.001
13:00 - 14:00	7	228	0.250	7	228	0.438	7	228	0.688
14:00 - 15:00	7	228	0.375	7	228	0.375	7	228	0.750
15:00 - 16:00	7	228	0.750	7	228	0.813	7	228	1.563
16:00 - 17:00	7	228	0.813	7	228	0.500	7	228	1.313
17:00 - 18:00	7	228	0.750	7	228	0.625	7	228	1.375
18:00 - 19:00	7	228	1.126	7	228	1.063	7	228	2.189
19:00 - 20:00	7	228	0.688	7	228	0.563	7	228	1.251
20:00 - 21:00	5	247	0.162	5	247	0.485	5	247	0.647
21:00 - 22:00	4	254	0.295	4	254	0.295	4	254	0.590
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.987			8.468			17.455

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

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

APPENDIX M

Traffic Flow Diagrams

	AM									PM								
	(07:00 - 08:00)			(08:00-09:00)			(09:00-10:00)			(15:00-17:00)			(17:00-18:00)			(18:00-19:00)		
	Arr.	Dep.	Two-Way	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Traffic Generation for whole development	14	27	41	17	34	51	17	21	38	26	20	47	34	21	56	38	26	64
Traffic generation for 15 minutes in each hour	3	7	10	4	8	13	4	5	9	7	5	12	9	5	14	10	6	16
Traffic Gen Per Quarter (15 mins)																		
1st (XX00-XX15)	3	6	10	4	8	13	5	6	11	6	5	11	8	5	13	10	7	16
2nd (XX15-XX30)	3	7	10	4	8	13	4	5	9	6	5	11	8	5	14	10	7	16
3rd (XX30-XX45)	4	7	10	4	9	13	4	5	9	7	5	12	9	5	14	9	6	16
4th (XX45-YY00)	4	7	11	5	9	12	4	5	9	7	5	13	9	6	15	9	6	16
Total	14	27	41	17	34	51	17	21	38	26	20	47	34	21	56	38	26	64

*loading last quarters

*loading first quarters

*loading last quarters

*loading first quarters

Note some arithmetic errors due to rounding's

0730-0745		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	142	1	9	21
	2 - A259 (South)	70	1	1	219	21
	3 - Site Access	2	3	0	2	0
	4 - A259 (North)	22	261	2	0	29
	5 - Broad Piece	13	26	0	18	0

0745-0800		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	169	1	13	17
	2 - A259 (South)	129	0	1	202	17
	3 - Site Access	2	3	0	2	0
	4 - A259 (North)	26	276	2	0	31
	5 - Broad Piece	13	26	0	20	0

0800-0815		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	1	131	1	13	18
	2 - A259 (South)	159	0	2	205	30
	3 - Site Access	3	4	0	1	0
	4 - A259 (North)	29	238	1	0	23
	5 - Broad Piece	17	25	0	8	0

0815-0830		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	153	1	9	18
	2 - A259 (South)	146	1	1	193	27
	3 - Site Access	3	3	0	3	0
	4 - A259 (North)	24	207	2	0	29
	5 - Broad Piece	26	24	0	18	0

0830-0845		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	138	1	15	25
	2 - A259 (South)	141	0	2	187	42
	3 - Site Access	3	4	0	2	0
	4 - A259 (North)	24	196	1	0	21
	5 - Broad Piece	22	27	0	10	0

0845-0900		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	119	2	10	29
	2 - A259 (South)	144	0	2	157	27
	3 - Site Access	3	3	0	3	0
	4 - A259 (North)	26	190	2	0	30
	5 - Broad Piece	20	25	0	25	0

0900-0915		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	108	1	14	26
	2 - A259 (South)	137	0	2	186	39
	3 - Site Access	2	2	0	2	0
	4 - A259 (North)	20	168	2	0	53
	5 - Broad Piece	25	20	0	18	0

0915-0930		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	87	1	18	29
	2 - A259 (South)	84	1	1	173	29
	3 - Site Access	1	2	0	1	0
	4 - A259 (North)	18	189	2	0	35
	5 - Broad Piece	24	38	0	22	0

1630-1645		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	123	2	27	34
	2 - A259 (South)	168	1	2	214	40
	3 - Site Access	2	1	0	2	0
	4 - A259 (North)	8	231	2	0	40
	5 - Broad Piece	46	33	0	38	0

1645-1700		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	116	2	14	34
	2 - A259 (South)	176	0	2	255	35
	3 - Site Access	2	2	0	1	0
	4 - A259 (North)	9	244	2	0	31
	5 - Broad Piece	40	49	0	36	0

1700-1715		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	1	167	3	25	40
	2 - A259 (South)	158	0	3	250	44
	3 - Site Access	2	2	0	1	0
	4 - A259 (North)	7	234	2	0	23
	5 - Broad Piece	49	35	0	25	0

1715-1730		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	132	2	22	19
	2 - A259 (South)	183	0	4	235	42
	3 - Site Access	2	2	0	2	0
	4 - A259 (North)	5	240	3	0	33
	5 - Broad Piece	37	43	0	39	0

1730-1745		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	1	152	3	34	37
	2 - A259 (South)	172	0	3	214	42
	3 - Site Access	2	2	0	1	0
	4 - A259 (North)	11	232	2	0	30
	5 - Broad Piece	37	49	0	30	0

1745-1800		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	95	3	10	38
	2 - A259 (South)	150	0	4	249	57
	3 - Site Access	2	2	0	2	0
	4 - A259 (North)	15	225	2	0	33
	5 - Broad Piece	41	28	0	36	0

1800-1815		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	89	2	16	26
	2 - A259 (South)	131	0	3	188	36
	3 - Site Access	3	2	0	2	0
	4 - A259 (North)	8	202	5	1	52
	5 - Broad Piece	56	41	0	44	0

1815-1830		To				
		1 - B2187 Bridge Road	2 - A259 (South)	3 - Site Access	4 - A259 (North)	5 - Broad Piece
From	1 - B2187 Bridge Road	0	0	0	0	0
	2 - A259 (South)	0	0	0	0	0
	3 - Site Access	0	0	0	0	0
	4 - A259 (North)	0	0	0	0	0
	5 - Broad Piece	0	0	0	0	0

APPENDIX N

Junction Capacity Analysis Output

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Bridge Road Roundabout - 15 min.j9
Path: P:\18-270 - Hampton Quay, Littlehampton\Trans\Arcady
Report generation date: 17/06/2020 12:19:53 PM

»2026 Base + Com + Dev, AM
 »2026 Base + Com + Dev, PM

Summary of junction performance

	AM							PM								
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2026 Base + Com + Dev															
Arm 1	D1	0.1	2.08	0.10	A	2.11	A	384 % [Arm 4]	D2	0.1	2.10	0.12	A	2.22	A	293 % [Arm 2]
Arm 2		0.2	2.09	0.19	A					0.3	2.23	0.22	A			
Arm 3		0.0	3.65	0.01	A					0.0	3.87	0.01	A			
Arm 4		0.2	1.98	0.16	A					0.2	2.00	0.14	A			
Arm 5		0.1	2.67	0.06	A					0.1	2.80	0.10	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	09/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ODYSSEY-CE\msheridan
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026 Base + Com + Dev	AM	DIRECT	07:30	09:30	120	15	✓
D2	2026 Base + Com + Dev	PM	DIRECT	16:30	18:30	120	15	✓

Analysis Set Details

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

2026 Base + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	384	Arm 4

Arms

Arms

Arm	Name	Description
1	B2187 Bridge Road	
2	A259 (South)	
3	Site Access	
4	A259 (North)	
5	Broad Piece	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.31	9.63	31.4	33.7	54.0	31.9	
2	4.79	10.40	29.3	25.9	54.0	50.1	
3	3.04	6.26	10.2	10.0	54.0	30.0	
4	4.24	11.12	28.3	25.3	54.0	27.8	
5	5.12	8.43	5.0	17.1	54.0	31.9	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.718	2382
2	0.694	2359
3	0.509	1338
4	0.741	2501
5	0.612	1845

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026 Base + Com + Dev	AM	DIRECT	07:30	09:30	120	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To					
07:30 - 07:45	From		1	2	3	4	5
		1	0	142	1	9	21
		2	70	1	1	219	21
		3	2	4	0	3	0
		4	22	261	1	0	29
		5	13	26	0	18	0

Demand (Veh/hr)

		To					
07:45 - 08:00	From		1	2	3	4	5
		1	0	169	1	13	17
		2	129	0	1	202	17
		3	2	4	0	3	0
		4	26	276	2	0	31
		5	13	26	0	20	0

Demand (Veh/hr)

		To					
08:00 - 08:15	From		1	2	3	4	5
		1	1	131	1	13	18
		2	159	0	2	205	30
		3	3	5	0	1	0
		4	29	238	2	0	23
		5	17	25	0	8	0

Demand (Veh/hr)

		To					
08:15 - 08:30	From		1	2	3	4	5
		1	0	153	1	9	18
		2	146	1	2	193	27
		3	4	4	0	3	0
		4	24	207	2	0	29
		5	26	24	0	18	0

Demand (Veh/hr)

08:30 - 08:45

		To				
		1	2	3	4	5
From	1	0	138	2	15	25
	2	141	0	3	187	42
	3	4	5	0	2	0
	4	24	196	1	0	21
	5	22	27	0	10	0

Demand (Veh/hr)

08:45 - 09:00

		To				
		1	2	3	4	5
From	1	0	119	2	10	29
	2	144	0	2	157	27
	3	3	4	0	4	0
	4	26	190	2	0	30
	5	20	25	0	25	0

Demand (Veh/hr)

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	0	108	2	14	26
	2	137	0	3	186	39
	3	2	2	0	2	0
	4	20	168	4	0	53
	5	25	20	0	18	0

Demand (Veh/hr)

09:15 - 09:30

		To				
		1	2	3	4	5
From	1	0	87	2	18	29
	2	84	1	2	173	29
	3	1	2	0	1	0
	4	18	189	3	0	35
	5	24	38	0	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	10	10	10	10	10
	2	10	10	10	10	10
	3	10	10	10	10	10
	4	10	10	10	10	10
	5	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.10	2.08	0.1	A	168	336
2	0.19	2.09	0.2	A	348	696
3	0.01	3.65	0.0	A	9	17
4	0.16	1.98	0.2	A	273	546
5	0.06	2.67	0.1	A	64	127

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	173	43	310	1943	0.089	172	107	0.0	0.1	2.033	A
2	312	78	49	2110	0.148	311	433	0.0	0.2	2.002	A
3	9	2	358	1034	0.009	9	3	0.0	0.0	3.511	A
4	313	78	118	2186	0.143	312	248	0.0	0.2	1.921	A
5	57	14	360	1457	0.039	57	70	0.0	0.0	2.571	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	200	50	328	1930	0.104	200	170	0.1	0.1	2.080	A
2	349	87	53	2107	0.166	349	475	0.2	0.2	2.046	A
3	9	2	398	1013	0.009	9	4	0.0	0.0	3.583	A
4	335	84	169	2149	0.156	335	238	0.2	0.2	1.984	A
5	59	15	439	1409	0.042	59	65	0.0	0.0	2.666	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	164	41	278	1966	0.083	164	209	0.1	0.1	1.997	A
2	396	99	43	2114	0.187	396	399	0.2	0.2	2.094	A
3	9	2	434	995	0.009	9	5	0.0	0.0	3.650	A
4	292	73	216	2114	0.138	292	227	0.2	0.2	1.977	A
5	50	13	437	1410	0.035	50	71	0.0	0.0	2.646	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	181	45	256	1982	0.091	181	200	0.1	0.1	1.998	A
2	369	92	48	2111	0.175	369	389	0.2	0.2	2.068	A
3	11	3	412	1006	0.011	11	5	0.0	0.0	3.616	A
4	262	66	200	2125	0.123	262	223	0.2	0.1	1.933	A
5	68	17	388	1440	0.047	68	74	0.0	0.0	2.623	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	180	45	239	1994	0.090	180	191	0.1	0.1	1.985	A
2	373	93	53	2107	0.177	373	366	0.2	0.2	2.075	A
3	11	3	420	1002	0.011	11	6	0.0	0.0	3.631	A
4	242	61	217	2113	0.115	242	214	0.1	0.1	1.924	A
5	59	15	371	1450	0.041	59	88	0.0	0.0	2.589	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	160	40	246	1989	0.080	160	193	0.1	0.1	1.969	A
2	330	83	68	2097	0.157	330	338	0.2	0.2	2.037	A
3	11	3	392	1016	0.010	11	6	0.0	0.0	3.581	A
4	248	62	207	2120	0.117	248	196	0.1	0.1	1.922	A
5	70	18	369	1452	0.048	70	86	0.0	0.1	2.605	A

08:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	150	38	212	2013	0.075	150	184	0.1	0.1	1.933	A
2	365	91	64	2100	0.174	365	298	0.2	0.2	2.074	A
3	6	2	420	1002	0.006	6	9	0.0	0.0	3.616	A
4	245	61	206	2121	0.116	245	220	0.1	0.1	1.917	A
5	63	16	333	1474	0.043	63	118	0.1	0.0	2.551	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	136	34	255	1983	0.069	136	127	0.1	0.1	1.950	A
2	289	72	74	2093	0.138	289	317	0.2	0.2	1.997	A
3	4	1	356	1035	0.004	4	7	0.0	0.0	3.492	A
4	245	61	146	2165	0.113	245	214	0.1	0.1	1.876	A
5	84	21	298	1495	0.056	84	93	0.0	0.1	2.551	A

2026 Base + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	293	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026 Base + Com + Dev	PM	DIRECT	16:30	18:30	120	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To					
From		1	2	3	4	5	
	1	0	123	2	27	34	
	2	168	1	2	214	40	
	3	2	2	0	2	0	
	4	8	231	2	0	40	
	5	46	33	0	38	0	

16:30 - 16:45

Demand (Veh/hr)

16:45 - 17:00

		To				
		1	2	3	4	5
From	1	0	116	2	14	34
	2	176	0	2	255	35
	3	2	2	0	2	0
	4	9	244	2	0	31
	5	40	49	0	36	0

Demand (Veh/hr)

17:00 - 17:15

		To				
		1	2	3	4	5
From	1	1	167	3	25	40
	2	158	0	3	250	44
	3	2	2	0	1	0
	4	7	234	2	0	23
	5	49	35	0	25	0

Demand (Veh/hr)

17:15 - 17:30

		To				
		1	2	3	4	5
From	1	0	132	2	22	19
	2	183	0	4	235	42
	3	2	2	0	2	0
	4	5	240	3	0	33
	5	37	43	0	39	0

Demand (Veh/hr)

17:30 - 17:45

		To				
		1	2	3	4	5
From	1	1	152	3	34	37
	2	172	0	3	214	42
	3	2	3	0	2	0
	4	11	232	2	0	30
	5	37	49	0	30	0

Demand (Veh/hr)

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0	95	3	10	38
	2	150	0	4	249	57
	3	2	2	0	2	0
	4	15	225	2	0	33
	5	41	28	0	36	0

Demand (Veh/hr)

18:00 - 18:15

		To				
		1	2	3	4	5
From	1	0	89	3	16	26
	2	131	0	3	188	36
	3	3	2	0	2	0
	4	8	202	5	1	52
	5	56	41	0	44	0

Demand (Veh/hr)

18:15 - 18:30

		To					
		1	2	3	4	5	
From	1	0	0	0	0	0	0
	2	0	0	0	0	0	0
	3	0	0	0	0	0	0
	4	0	0	0	0	0	0
	5	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	
From	1	10	10	10	10	10	10
	2	10	10	10	10	10	10
	3	10	10	10	10	10	10
	4	10	10	10	10	10	10
	5	10	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.12	2.10	0.1	A	159	318
2	0.22	2.23	0.3	A	383	765
3	0.01	3.87	0.0	A	5	11
4	0.14	2.00	0.2	A	242	483
5	0.10	2.80	0.1	A	104	208

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	186	47	306	1946	0.096	186	223	0.0	0.1	2.045	A
2	425	106	103	2073	0.205	424	389	0.0	0.3	2.182	A
3	6	2	521	951	0.006	6	6	0.0	0.0	3.809	A
4	281	70	246	2091	0.134	280	280	0.0	0.2	1.988	A
5	117	29	413	1425	0.082	117	114	0.0	0.1	2.752	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	166	42	333	1927	0.086	166	227	0.1	0.1	2.046	A
2	468	117	88	2083	0.225	468	411	0.3	0.3	2.228	A
3	6	2	550	936	0.006	6	6	0.0	0.0	3.871	A
4	286	72	249	2089	0.137	286	307	0.2	0.2	1.996	A
5	125	31	435	1411	0.089	125	100	0.1	0.1	2.798	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	236	59	298	1952	0.121	236	217	0.1	0.1	2.097	A
2	455	114	96	2078	0.219	455	438	0.3	0.3	2.220	A
3	5	1	543	939	0.005	5	8	0.0	0.0	3.852	A
4	266	67	247	2091	0.127	266	301	0.2	0.1	1.974	A
5	109	27	406	1429	0.076	109	107	0.1	0.1	2.727	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	175	44	327	1931	0.091	175	227	0.1	0.1	2.050	A
2	464	116	85	2085	0.223	464	417	0.3	0.3	2.220	A
3	6	2	540	941	0.006	6	9	0.0	0.0	3.850	A
4	281	70	248	2090	0.134	281	298	0.1	0.2	1.989	A
5	119	30	435	1411	0.084	119	94	0.1	0.1	2.785	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	227	57	316	1939	0.117	227	223	0.1	0.1	2.102	A
2	431	108	107	2070	0.208	431	436	0.3	0.3	2.196	A
3	7	2	530	946	0.007	7	8	0.0	0.0	3.832	A
4	275	69	257	2083	0.132	275	280	0.2	0.2	1.992	A
5	116	29	423	1418	0.082	116	109	0.1	0.1	2.765	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	146	37	293	1955	0.075	146	208	0.1	0.1	1.991	A
2	460	115	89	2082	0.221	460	350	0.3	0.3	2.218	A
3	6	2	540	941	0.006	6	9	0.0	0.0	3.850	A
4	275	69	249	2089	0.132	275	297	0.2	0.2	1.984	A
5	105	26	396	1435	0.073	105	128	0.1	0.1	2.706	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	134	34	295	1954	0.069	134	198	0.1	0.1	1.979	A
2	358	90	95	2078	0.172	358	334	0.3	0.2	2.093	A
3	7	2	442	991	0.007	7	11	0.0	0.0	3.658	A
4	268	67	198	2127	0.126	268	251	0.2	0.1	1.937	A
5	141	35	352	1462	0.096	141	114	0.1	0.1	2.724	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	0.71	2165	0.000	0.30	0.50	0.1	0.0	0.000	A
2	0	0	0.24	2144	0.000	0.83	0.76	0.2	0.0	0.000	A
3	0	0	1	1216	0.000	0.03	0.02	0.0	0.0	0.000	A
4	0	0	0.47	2273	0.000	0.58	0.62	0.1	0.0	0.000	A
5	0	0	0.79	1677	0.000	0.43	0.25	0.1	0.0	0.000	A