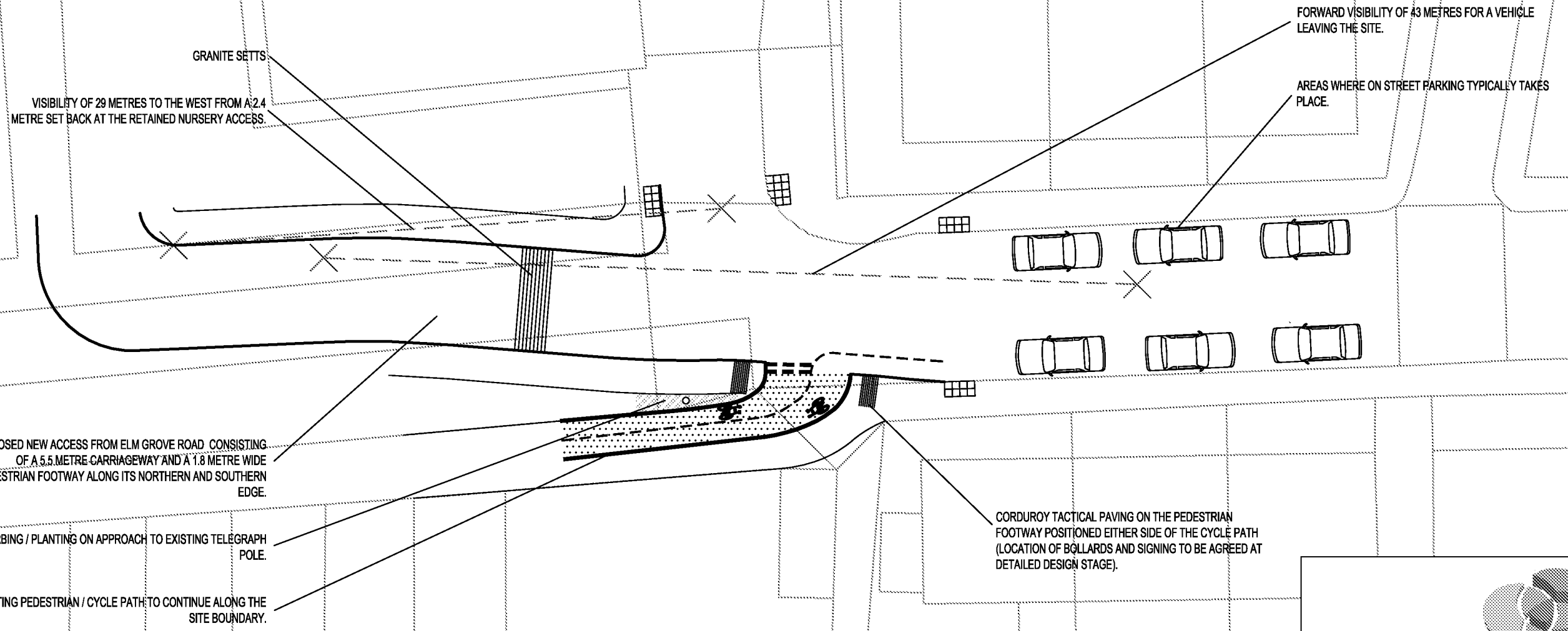


DRAWINGS

S:\PROJECTS\2013 PROJECTS (1687-)\1693 LAND SOUTH OF LITTLEHAMPTON ACADEMY\CAD\DRAWINGS - CURRENT\13-1693-002 EASTERN ACCESS STRAT (Sep 18, 2013 - 12:19pm) (RGPadmin)

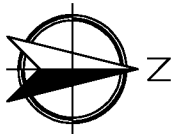
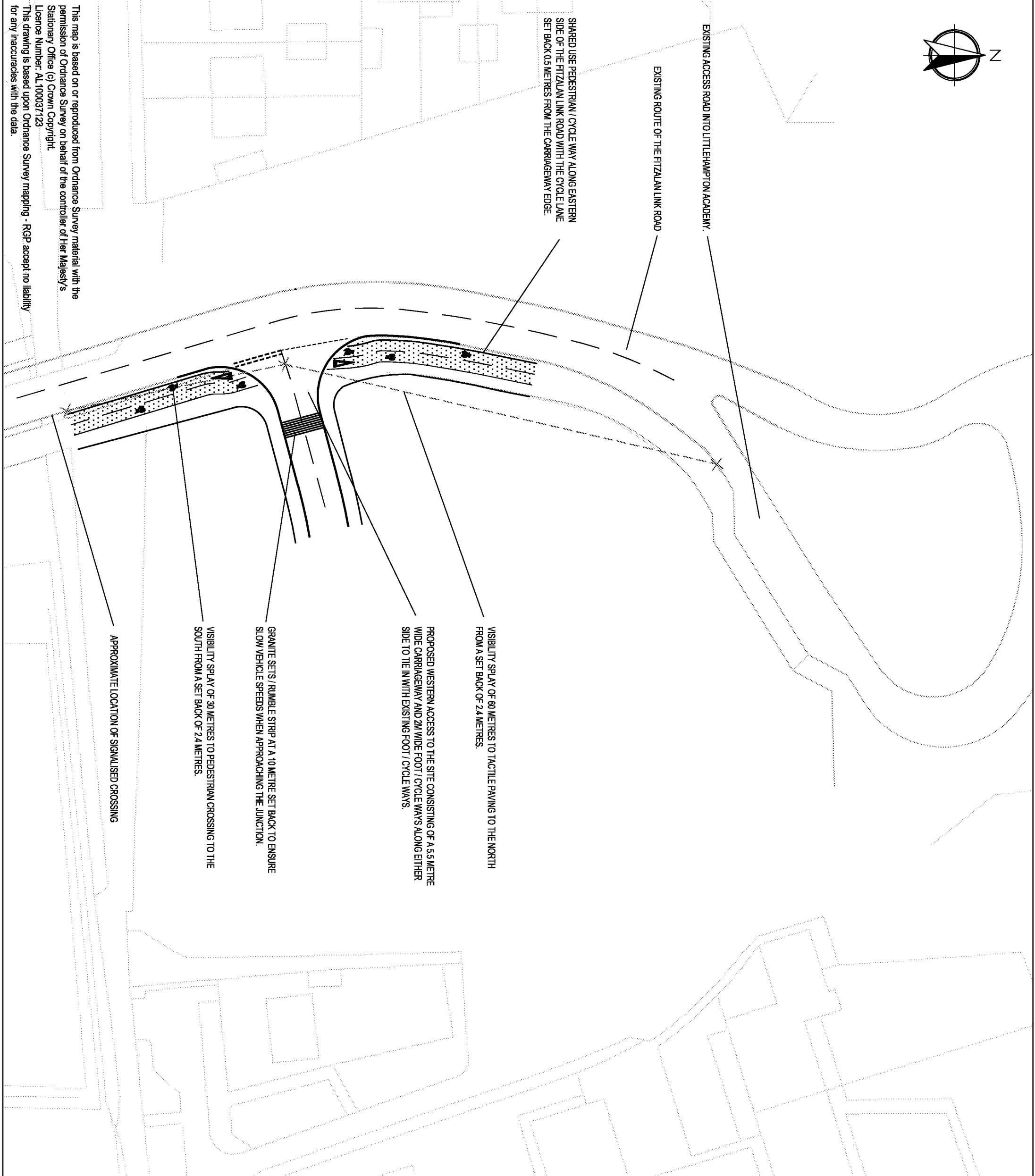


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Client			
West Sussex County Council			
Project			
Land South of Littlehampton Academy			
Drawing Title			
Proposed Eastern Access Arrangement			
Scale	Drawn By	Checked By	Approved By
1:250	PJB	PJC	PMR
Drawing No.	Date	Rev.	
13/1693/002	September 2013	A	



Client			
West Sussex County Council			
Project			
Land South of Littlehampton Academy			
Drawing Title			
Western Access Arrangement Existing Layout			
Scale	Drawn By	Checked By	Approved By
1:500	PJB	PJC	PMR
Drawing No.	Date	Rev.	
13/1693/003	August 2013	-	

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EXISTING ACCESS ROAD INTO LITTLEHAMPTON ACADEMY.

FUTURE PROPOSED ROUNDABOUT AND CONTINUATION OF THE FITZALAN LINK ROAD.

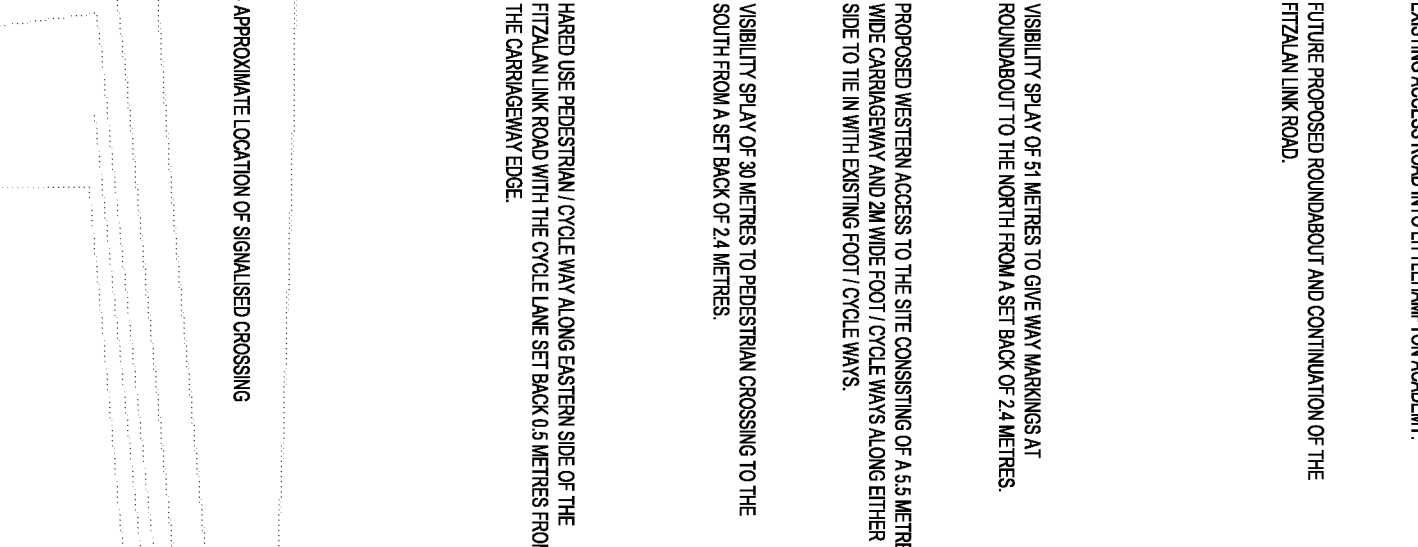
VISIBILITY SPLAY OF 51 METRES TO GIVE WAY MARKINGS AT ROUNDABOUT TO THE NORTH FROM A SET BACK OF 2.4 METRES.

PROPOSED WESTERN ACCESS TO THE SITE CONSISTING OF A 5.5 METRE WIDE CARRIAGEWAY AND 2M WIDE FOOT / CYCLE WAYS ALONG EITHER SIDE TO TIE IN WITH EXISTING FOOT / CYCLE WAYS.

VISIBILITY SPLAY OF 30 METRES TO PEDESTRIAN CROSSING TO THE SOUTH FROM A SET BACK OF 2.4 METRES.

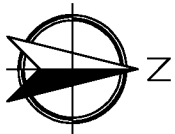
HARED USE PEDESTRIAN / CYCLE WAY ALONG EASTERN SIDE OF THE FITZALAN LINK ROAD WITH THE CYCLE LANE SET BACK 0.5 METRES FROM THE CARRIAGEWAY EDGE.

APPROXIMATE LOCATION OF SIGNALISED CROSSING

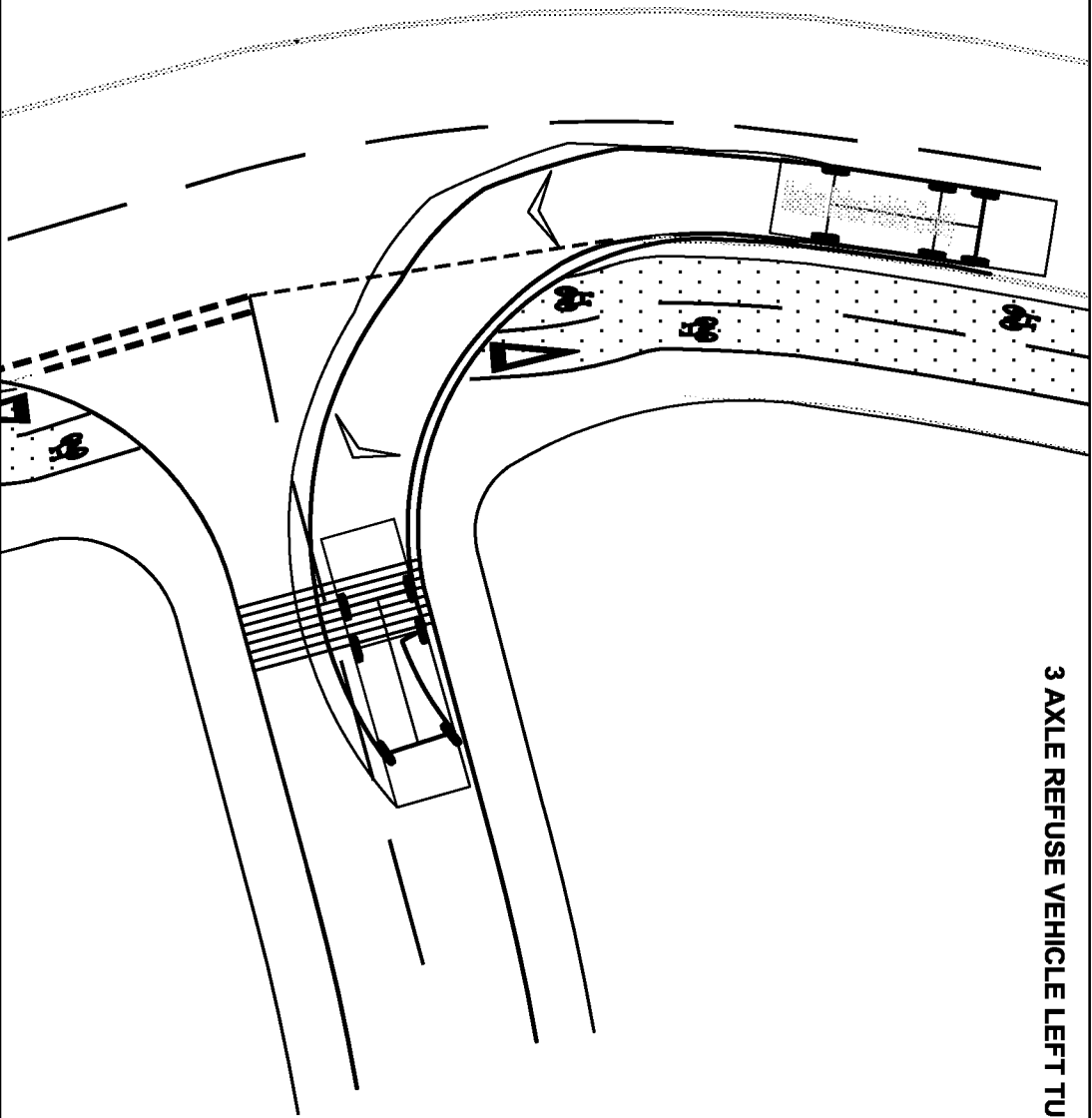
The image is a detailed site plan for a proposed road layout. It features a central road with a dashed center line, flanked by solid lines representing the road edges. On the left side, there is a large rectangular area labeled 'APPROXIMATE LOCATION OF SIGNALISED CROSSING'. To the right of the main road, there are several smaller rectangular areas, some of which are labeled 'HARED USE PEDESTRIAN / CYCLE WAY ALONG EASTERN SIDE OF THE FITZALAN LINK ROAD WITH THE CYCLE LANE SET BACK 0.5 METRES FROM THE CARRIAGEWAY EDGE'. The plan also shows a 'FUTURE PROPOSED ROUNDABOUT AND CONTINUATION OF THE FITZALAN LINK ROAD' on the right side. A 'VISIBILITY SPLAY OF 30 METRES TO PEDESTRIAN CROSSING TO THE SOUTH FROM A SET BACK OF 2.4 METRES' is indicated near the bottom right. The overall layout is oriented horizontally, with the road running from left to right. The plan includes various line styles to represent different types of boundaries and road features, such as dashed lines for center lines and solid lines for road edges. The text is in a sans-serif font, and the overall style is technical and precise.

				
Transport Planners and Infrastructure Design Consultants The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP Tel: 01483 861681 Fax: 01483 861682 www.russellicles.com				
Client West Sussex County Council				
Project Land South of Littlehampton Academy				
Drawing Title Western Access Arrangement Future Layout				
Scale 1:500	Drawn By PJB	Checked By PJC	Approved By PMR	
Drawing No. 13/1693/004	Date April 2013	Rev. -		

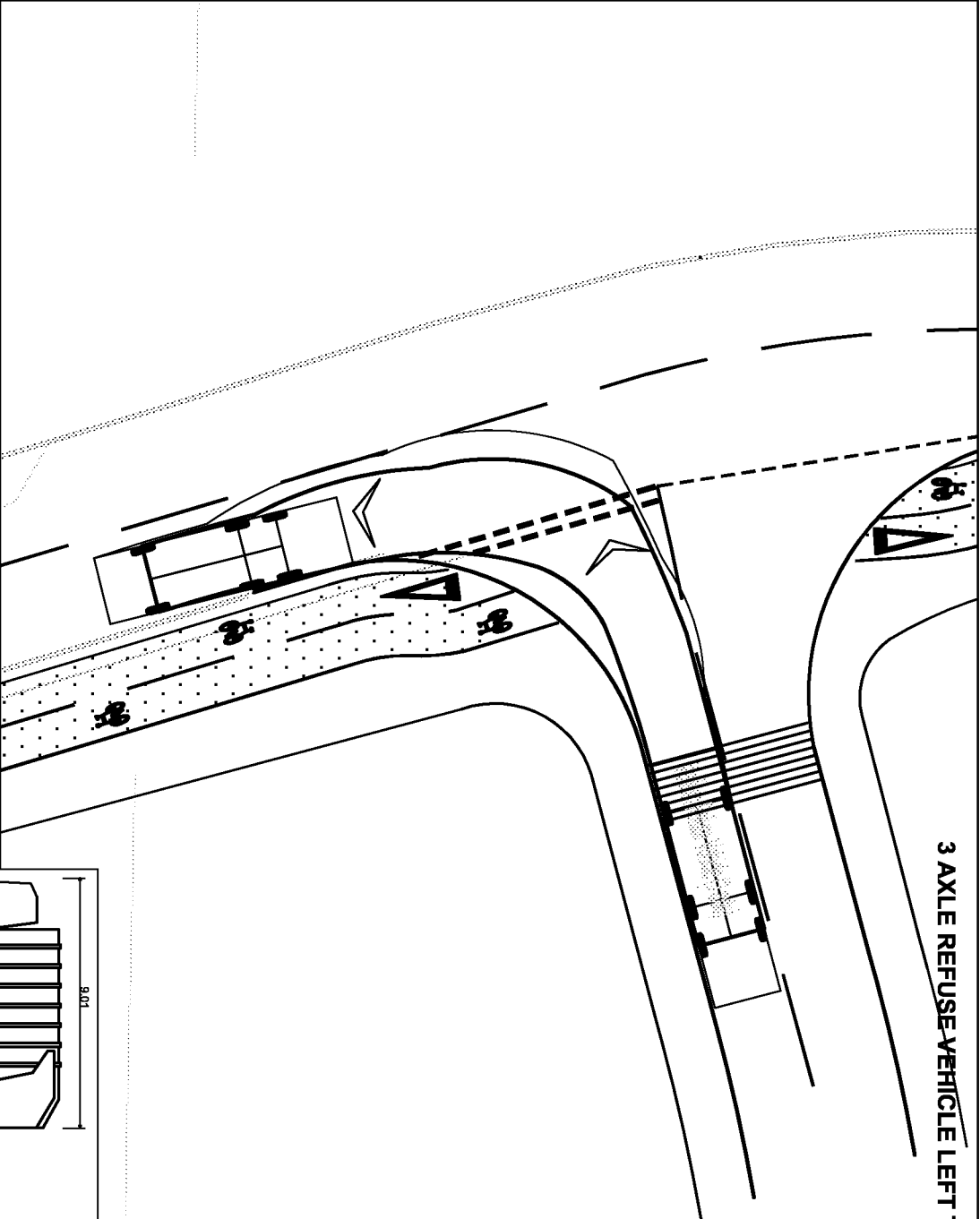
ARUN DISTRICT COUNCIL LU/51/1/4/



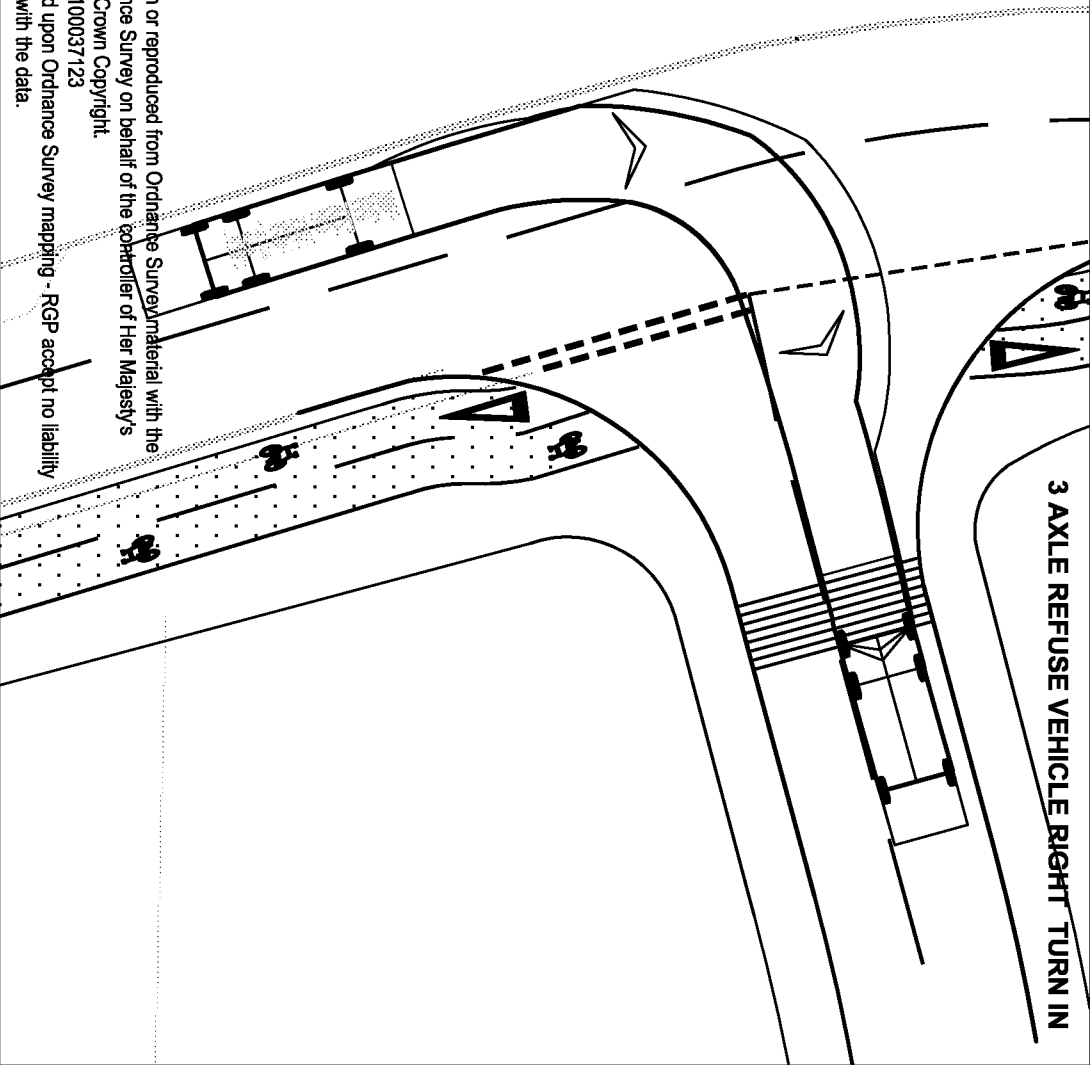
3 AXLE REFUSE VEHICLE LEFT TURN IN



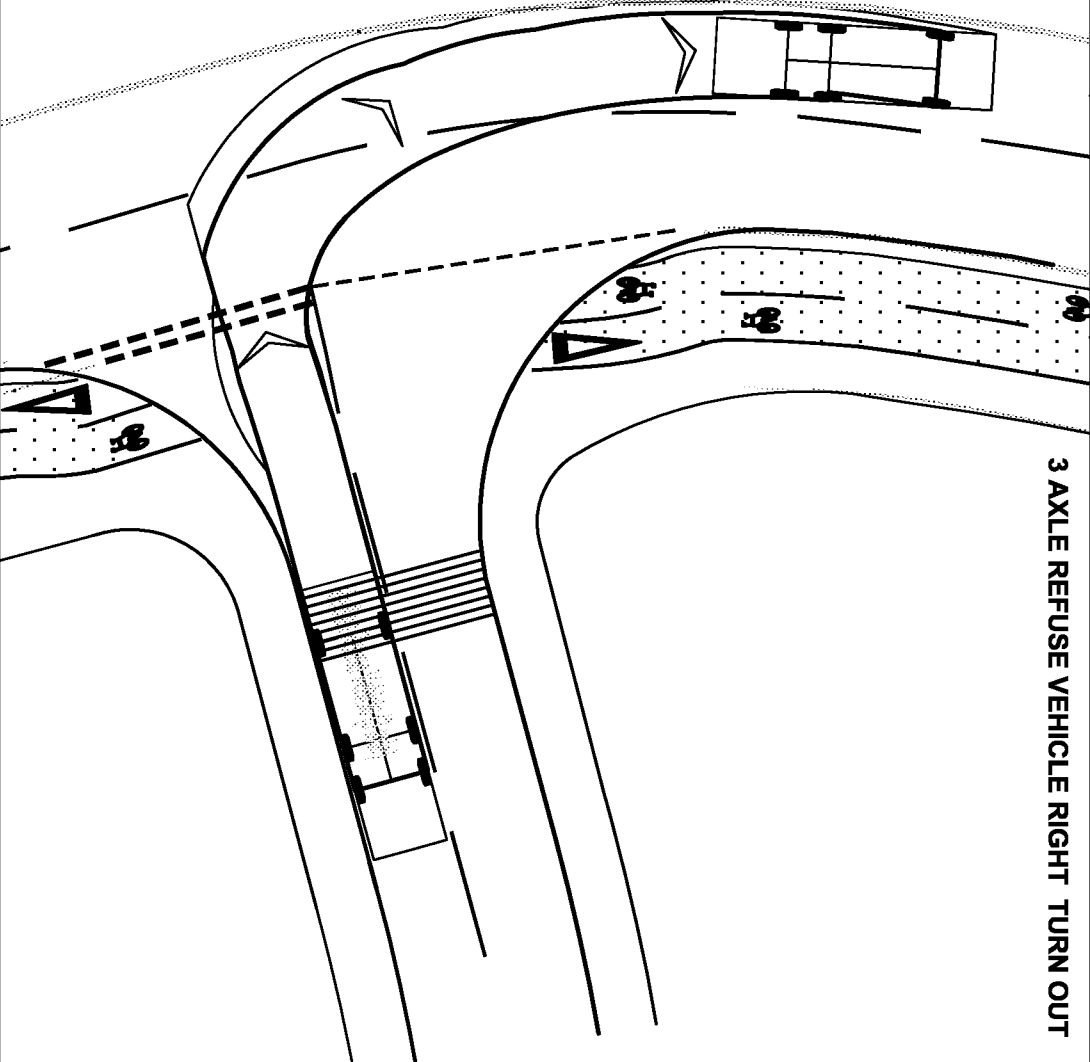
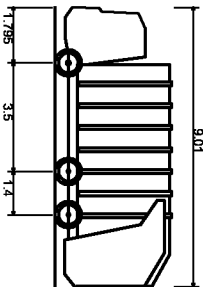
3 AXLE REFUSE VEHICLE LEFT TURN OUT



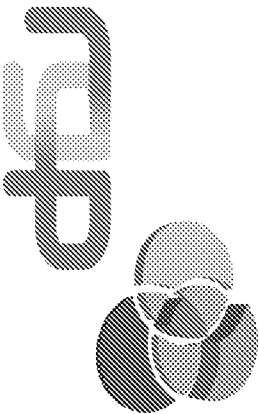
3 AXLE REFUSE VEHICLE RIGHT TURN IN



3 AXLE REFUSE VEHICLE RIGHT TURN OUT



Medium Refuse Vehicle (3 axle)
Overall Length 9.010m
Overall Width 3.500m
Overall Body Height 3.742m
Min Body Ground Clearance 0.295m
Track Width 2.450m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 8.200m



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Client

West Sussex County Council

Project

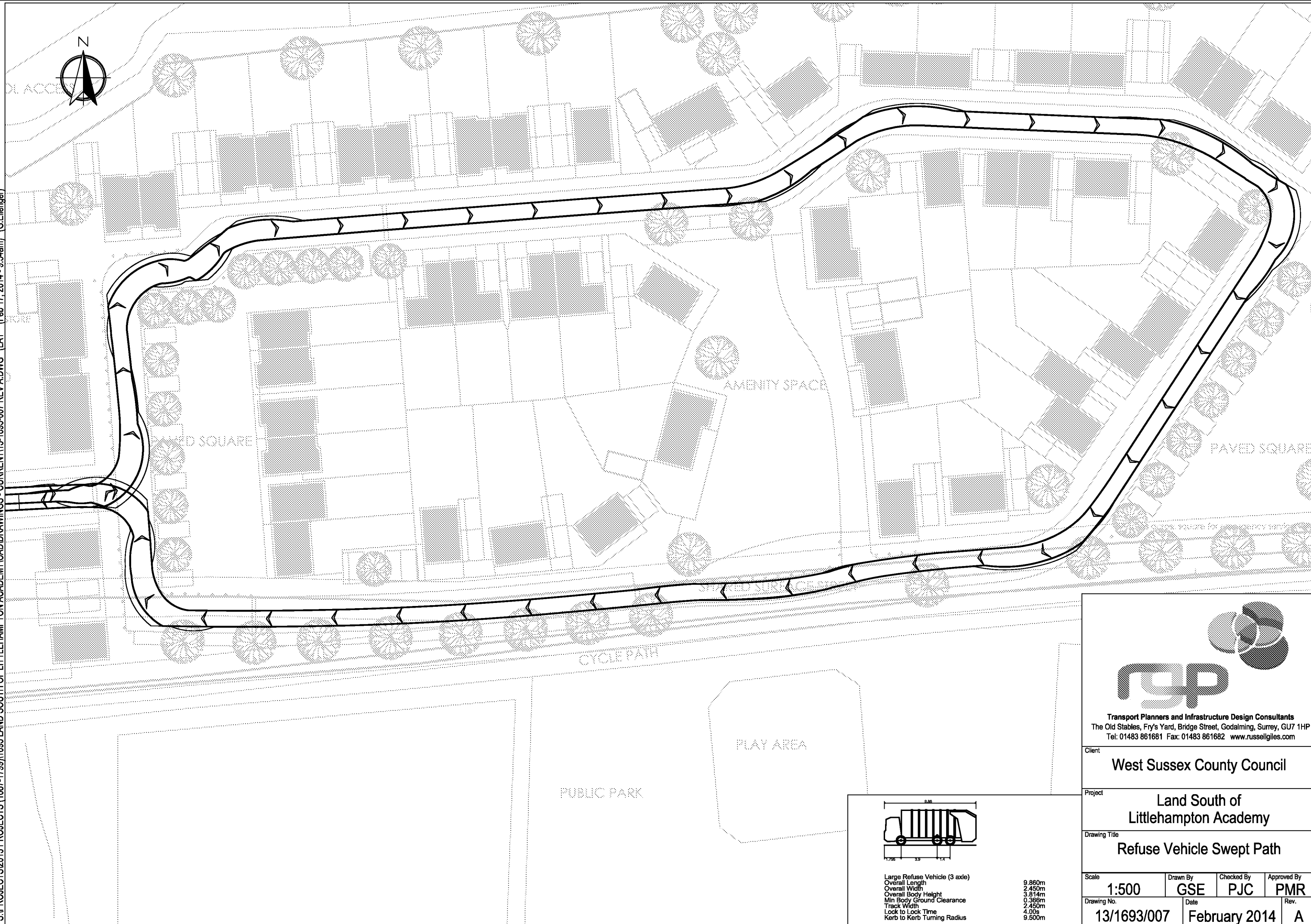
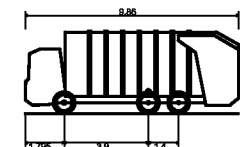
Land South of
Littlehampton Academy

Drawing Title

Western Access Arrangement
Existing Layout Swept Path

Scale	Drawn By	Checked By	Approved By
1:250	GSE	PJC	PMR
Drawing No.	Date	Rev.	
13/1693/005	April 2013	-	

S:\PROJECTS\2013 PROJECTS (1687-1799)\1693 LAND SOUTH OF LITTLEHAMPTON ACADEMY\CAD\DRAWINGS - CURRENT\13-1693-007 REV A.DWG (LAY Feb 17, 2014 - 9:54am) (G.Ellenger)



Large Refuse Vehicle (3 axle)
Overall Length 9.86m
Overall Width 2.45m
Overall Body Height 3.81m
Min Body Ground Clearance 0.368m
Track Width 2.45m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 9.500m

9.86m
2.45m
3.81m
0.368m
2.45m
4.00s
9.500m



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Client
West Sussex County Council

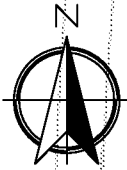
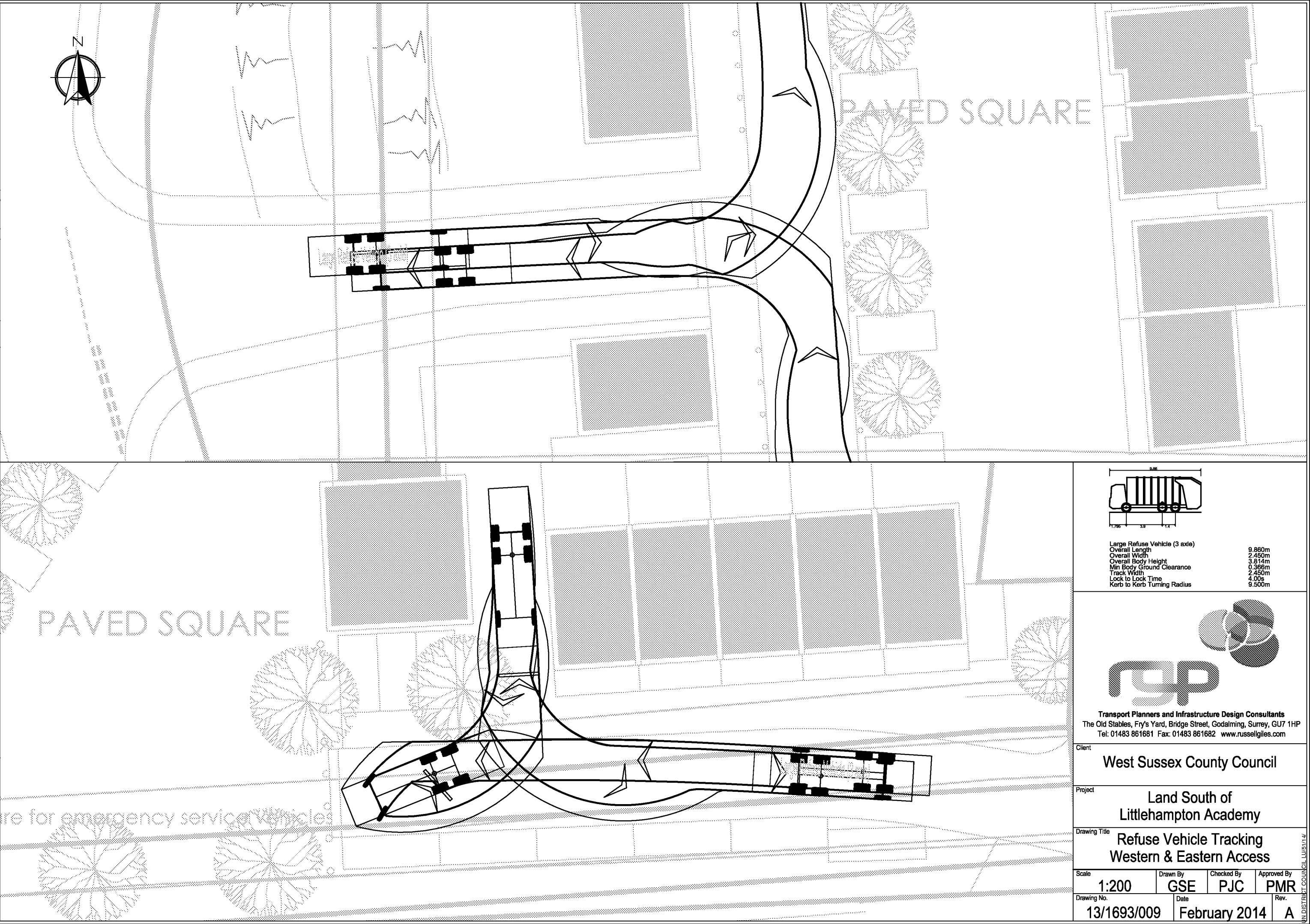
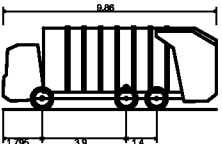
Project
Land South of Littlehampton Academy

Drawing Title
Refuse Vehicle Swept Path

Scale	1:500	Drawn By	GSE	Checked By	PJC	Approved By	PMR
Drawing No.	13/1693/007	Date	February 2014	Rev.	A		

ARUN DISTRICT COUNCIL LU/51/14

S:\PROJECTS\2013 PROJECTS (1687-1799)\1693 LAND SOUTH OF LITTLEHAMPTON ACADEMY\CAD\DRAWINGS - CURRENT\13-1693-009 REV A.DWG (LAY) (Feb 17, 2014 - 9:51am) (G.Ellenger)



Large Refuse Vehicle (3 axle)	
Overall Length	9.86m
Overall Width	2.45m
Overall Body Height	3.81m
Min Body Ground Clearance	0.36m
Track Width	2.45m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.50m



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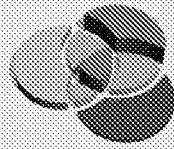
Client
West Sussex County Council

Project
**Land South of
Littlehampton Academy**

Drawing Title
**Refuse Vehicle Tracking
Western & Eastern Access**

Scale 1:200	Drawn By GSE	Checked By PJC	Approved By PMR
Drawing No. 13/1693/009	Date February 2014	Rev. A	

APRIN DISTRICT COUNCIL LU/51/14



APPENDIX A

LAND SOUTH OF LITTLEHAMPTON ACADEMY

ACCESS OPTIONS

Stage 1 Road Safety Audit

September 2013

LSDH/13/0635/RSA1

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	L Shaw	D Hubbard		02/09/13
Designer's Response	P. Jackson-Cole	P. Russell		19/09/2013
Authority's Response				
Audit Response				

Client:	
Russell Giles Partnership	The Safety Forum Ltd
The Old Stables Fry's Yard Bridge St Godalming Surrey GU7 1HP	PO Box 744 Godalming Surrey GU7 9DU
Date: 2 nd September 2013	

1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposal to provide new access arrangements for a new residential development on the south side of the Littlehampton Academy, Fitzalan Link Road, Littlehampton, West Sussex.
- 1.1.2 The Stage 1 RSA was carried out at the request of Russell Giles Partnership.
- 1.1.3 The Audit was carried out between 30th August – 2nd September 2013 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from THE SAFETY FORUM LTD and independent of the project design team, has had no involvement with the project. The Auditors were:
- Laurence Shaw
- Dave Hubbard
- 1.1.4 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/03.
- 1.1.5 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme
- 1.1.6 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 30th August 2013, between 14:00 and 15:00 hours. The weather was dry and sunny.
- 1.1.7 The audit comprises of access arrangements on the west and east sides of the development site with 2 No. options for the west side, 1 No. for the existing arrangements of Fitzalan Link Road and 1 No. for the future layout, and 1 No. for the east side.
- 1.1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

-
- 1.1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following Russell Giles Partnership documentation.

Drawing No.	Rev	Title
13/1693/002	-	Proposed Eastern Access Arrangement
13/1693/003	-	Western Access Arrangements – Existing Layout
13/1693/004	-	Western Access Arrangements – Future Layout
13/1693/005	-	Western Access Arrangements – Existing Layout Swept Path
13/1693/007	-	Refuse Vehicle Swept Path
WYGLITTLEHAMPTON.1/24	D	Proposed Highway Improvements (Fitzalan Link)
507344_SL03	-	Future Proposals for Roundabout
GR.L_001	-	North Littlehampton – Combined Masterplan
477-FE-001	C	Land South of Littlehampton Academy

- 2.2 Road Safety Audit Brief

- 2.3 No departures from standards have been submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Proposed eastern access/existing pedestrian/cycle link/Elmgrove Road

SUMMARY: Visibility for eastbound cycles inadequate



During the site visit it was noted that the existing cycle/pedestrian link meets the proposed access at an acute angle at the point that cycles re-joins the carriageway with a telegraph pole and other street furniture to the right of the cycle path. When the access road comes in to use the alignment of the cycle path may increase the likelihood of vehicle/cycle collisions.

RECOMMENDATION

It is recommended that the cycle part of the pedestrian/cycle link is redesigned to meet Elmgrove Road at a less acute angle and away from the street furniture.

4.0 GENERAL OBSERVATIONS

- 4.1 It is noted that the plan for the eastern access road includes tactile paving while the western access plans do not. It is acknowledged that this is a Stage 1 Road Safety Audit and that details of tactile paving, drainage, landscaping, street lighting, bollards and signing, etc. are not included in the information provided to the Audit Team and that any such information should be provided to the Audit Team at Stage 2 RSA.

5.0 AUDITOR STATEMENT

5.1 I certify that this audit has been carried out in accordance with HD 19/03.

AUDIT TEAM LEADER

Laurence Shaw
The Safety Forum Ltd
PO Box 744
Godalming
Surrey
GU7 9DU

AUDIT TEAM MEMBER

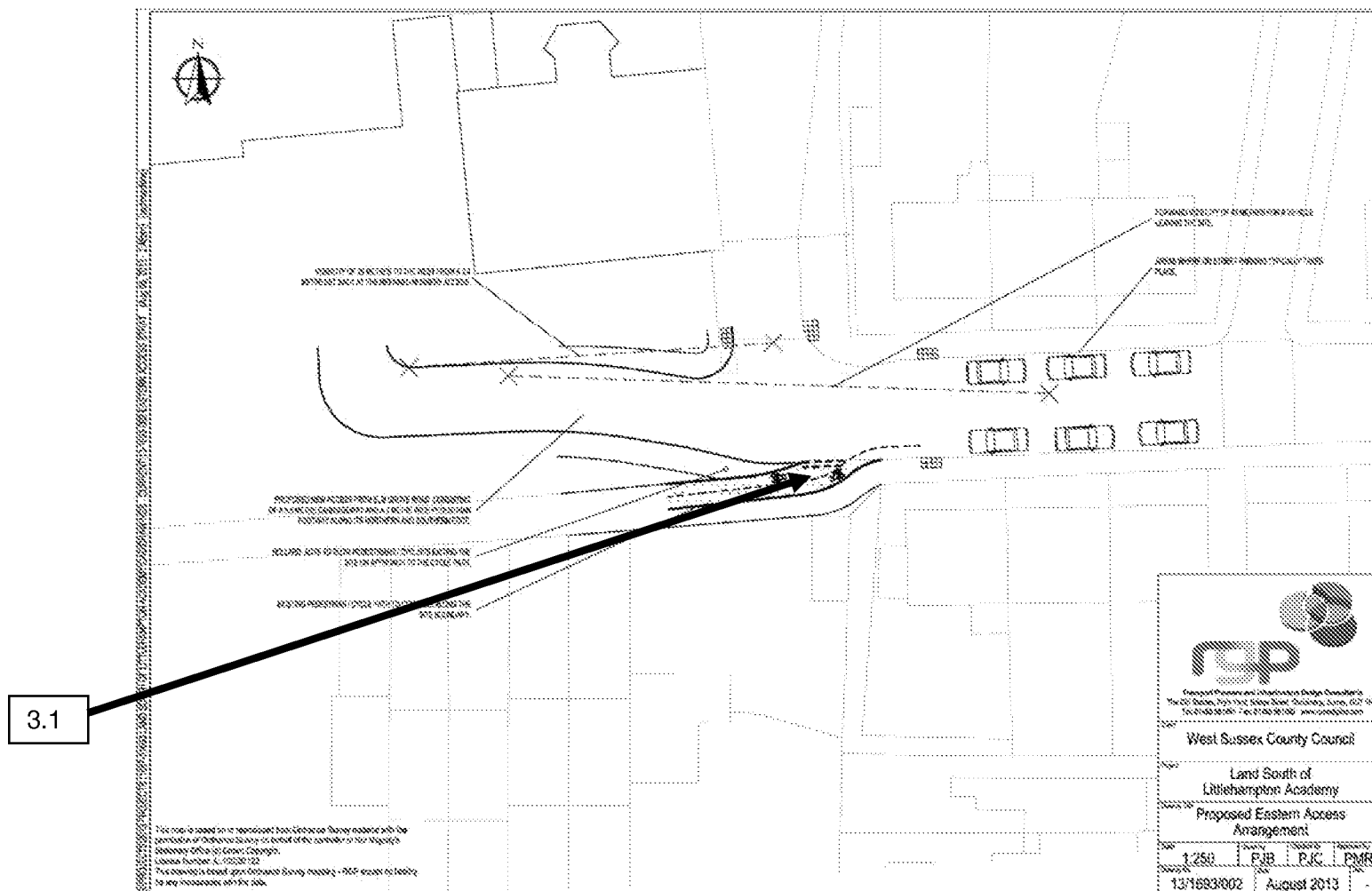
Dave Hubbard

Signed: Laurence Shaw

Date: 2nd September 2013



APPENDIX A: LOCATION PLAN



APPENDIX B: DESIGNERS RESPONSE

Auditors: Laurence Shaw (Team Leader) and Rob Westhead (Team Member). Date Audit Completed: 2nd September 2013

Scheme: Land South of Littlehampton Academy, Littlehampton, West Sussex Potential Access Options

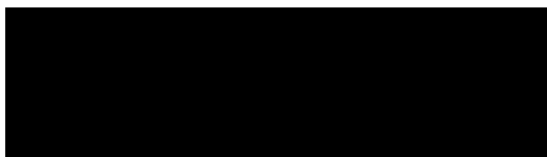
This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/03 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1	YES	YES	<p>The eastern access layout plan has been revised (RGP Drawing Number 13/1693/002 Revision A) to reflect the Audit Team comments. The revised drawing shows a re-alignment of the site's eastern access to allow the sites southern footway to avoid conflict with the existing telegraph pole in addition to the re-alignment of the existing footway / cycleway to provide an interface with Elm Grove Road at a less acute angle and again avoiding the telegraph pole. The telegraph pole will be retained within a kerbed and / or landscaped area to remove potential conflict. Appropriate tactile paving has also been added to the site access drawings including appropriate tactile paving on the pedestrian approached to the cycleway crossing.</p> <p>Granite Setts are also shown within the access road in order to encourage lower traffic speeds past the access to the cycle route.</p> <p>There are also a number of existing bollards at the entrance to the footway / cycleway together with the existing sign post. The provision and location of these will be reviewed at the Detailed Design stage to identify location of sign post and provision of new bollards so as to avoid conflict with users.</p>

Principal Engineer's Statement:

Road Safety Audit for Land South of Littlehampton Academy Potential Access Options.

I certify that I have considered the items raised in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.



19/09/2013

..... Date.....

Principal Engineer (Paul Jackson-Cole)

Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer



Road Safety Audit Brief in Accordance with DMRB – Volume 5 Section 2 Part 2 HD19/03

Scheme	Land South of Littlehampton Academy
Site Location	Fitzalan Link Road, Littlehampton, West Sussex
Date	12 th August 2013
Stage	1

A) *Scheme drawings showing the full geographical extent of the scheme and including the areas beyond the tie-in points.*

The proposals are for the redevelopment of the former Littlehampton Community School and Elm Grove County Infants School. The proposals would see the site re-developed to provide for 69 residential dwellings with access taken via Elm Grove Road and the Fitzalan Link Road. The site would not allow for through movement of private vehicles.

The Fitzalan Link Road was recently constructed to provide access to the newly opened Littlehampton Academy. At present the Link Road does not serve any other development but consented development in Littlehampton (North Littlehampton / Greencore) include consent for the construction of the full Fitzalan Link Road which would link the B2187 East Street to the south of the site with the A259 Worthing Road to the north. A plan of the strategic road proposals for the area is appended as is the approved future layout of the Fitzalan Link Road relative to the site.

The Stage 1 Road Safety Audit relates specifically to the points of access to the proposed site. These comprise an Eastern Access which comprises an extension to Elm Grove Road in the approximate location of the former school ground access and a Western Access comprising a bell mouth access onto the newly constructed Fitzalan Link Road. The Eastern Access to Elm Grove Road is shown on:

- **2013/1693/002** – Proposed Eastern Access Arrangement

The Western Access is illustrated in two drawings illustrating the access proposals in relation to the current Fitzalan Link Road layout and the future Fitzalan Link Road layout with the proposals shown on:

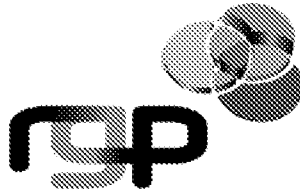
- **2013/1693/003** – Western Access Arrangement Existing Layout
- **2013/1693/004** – Western Access Layout Future Arrangement

The wider site layout (outline form) is illustrated in the preliminary Architects Layout

- **4777 – FE – 002** – Williams Lester Site Plan

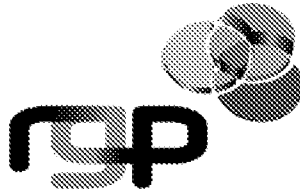
The preliminary site layout has been the subject of tracking plots for a typical refuse vehicle as shown on:

- **2013/1693/XXX** – Western Access Tracking Plot
- **2013/1693/007** – Internal Layout Tracking Plot



B) Details of approved departures and relaxations from standards

- The posted speed limits on all local highway is 30mph and the highway design is guided by the principles contained within Manual for Streets. There are no identified departures or relaxations from standard.
- The western access is sited between the Littlehampton Academy access and the crossing of the pedestrian / cycle route to the south.
- The principle constraints in designing an access are the proximity of the junction to the Academy access and the crossing facility. Future consideration is also based on the proximity of the site junction with the permitted roundabout junction serving the Academy associated with the full Link Road open to all traffic.
- Separation between the proposed site access junction and the existing and proposed Academy access guidance contained within Manual for Streets 2 is considered. Para 9.2.1 states that minimum spacing between junctions has often been based on recommended stopping sight distances for 85th percentile speeds but goes on to say there is little evidence to justify these criteria on safety or other grounds.
- However, it is appropriate to provide adequate spacing between the site access and the Academy access. In this respect, junction spacing is based on design speed.
- The design speed of the Fitzalan Link Road is 30mph which requires Manual for Streets stopping sight distance of 43m from a set back of 2.4m.
- The proposed access provides visibility splays to the north of in excess of 43m to the egress of the Academy access junction and would provide visibility splays to the north in excess of 43m in respect to the proposed layout of the roundabout junction.
- Visibility splays to the north are based on a highway design speed of 30mph however, in reality typical vehicle speeds through both the existing Academy access and the proposed roundabout junction approaching the proposed access will be typically well under 30mph.
- Visibility to the south is in excess of the required 43m however, the main constraint in the location of the junction is the proximity to the proposed Toucan crossing.
- In this respect, advice is taken from the DfT Circular / Local Transport Note 2/95 – The Design of Pedestrian Crossings.
- LTN 2/95 at General Requirements Section 2.1.1 (approach to a side road) states crossings should be located away from conflict points at uncontrolled junctions. The 'safe' distance depends on the geometry of the junction. However, a minimum distance of 20m is suggested for a signalled-controlled crossing
- In reflection of this the proposed access is located a minimum of 30m north of the location of the proposed Toucan Crossing and forward visibility to the crossing from traffic on the Link Road is unaffected by the proposed access.
- The proposed access would generate a very modest level of traffic, which would typically emerge at low speeds with no interruptions to inter-visibility between the access and the crossing, therefore the provision of a minimum 30m separation is considered acceptable in line with LTN 2/95 Guidance.



C) General scheme details, to help give an understanding of the scheme and how the layout will operate, including design speeds, speed limits, traffic flows, forecast flows, queue lengths, non-motorised user flows and desire lines. Also details of any environmental constraints on the design.

- **Purpose of Scheme** – To facilitate a development Master Plan for land formerly accommodating the Littlehampton Community School and Elm Grove County Infants School. The proposals would see the site re-developed to provide for 69 residential dwellings together with parking and access.
- The site would take access via a new bell mouth access to the Fitzalan Link Road and an extension of the former school's former access to Elm Grove Road. While the site would be fully permeable to pedestrian and cycle movements (and emergency vehicles), the through movement of motor vehicles within the site would be restricted by the internal layout.
- The Link Road currently extends from the B2187 East Street / Fitzalan Road roundabout north to the current internal access road and car park of the Academy and therefore currently only serves the Academy.
- However, the Fitzalan Link Road is part of a wider strategic highway improvement scheme within Littlehampton associated with the recently permitted North Littlehampton Strategic Development Site on the extensive horticultural nursery lane to the north of the settlement.
- The North Littlehampton Strategic Development Site comprises a mixed use development comprising up to 1,260 residential dwellings (out of a potential 1,460 dwelling Master Plan), up to 13,000 sqm of B1 employment floor space (including 3,000 sqm Enterprise Centre), up to 3,500 sqm of Class A local facilities, a 100 bed hotel, 60 bed care home, a new 2 Form Entry primary school, community centre, youth and leisure facilities, combined heat & power plant, extension to existing household recycling centre, landscaping, additional allotments, multi-functional green infrastructure including sports pitches (& associated changing facilities), informal open space, children's play areas with primary vehicular access from a new access from the A259 bridging over the railway line with additional access from Mill Lane & Toddington Lane.
- The wider North Littlehampton Scheme is supported by the recent planning consent for the construction of the "Fitzalan Link Road" between the A259 Worthing Road and the B2187 East Street / Fitzalan Road roundabout which ties in with the access road to the North Littlehampton Scheme.
- The development of the full Link Road would see the realignment of the highway to the west of the site to tie in with a three armed roundabout to serve the Academy. Access proposals are shown for both the existing and the future scenario.

Speed Limits – All highway local to the site is subject to posted 30mph speed limits.



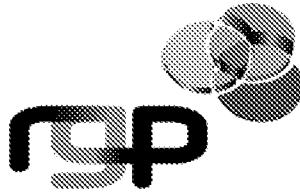
- **Traffic Flows** – Traffic Flows on the eastern Elm Grove Road are limited to typical residential collector road characteristics and traffic flows on the Fitzalan Link Road are taken from the North Littlehampton Transport Assessment.
- Elm Grove Road provides direct access to a total of 27 dwellings with a further up to 54 dwellings accessed via Grove Crescent, a proportion of which would typically travel by Elm Grove Road.
- A simple TRICS assessment of the typical vehicle trip rates has been undertaken and the results are based on up to 81 dwellings (however, there will be a significant proportion of these 81 dwellings which will travel north to Hill Road in order to access the Horsham Road) which suggest up to 40 two way movements could take place during each peak hour.
- Fitzalan Link Road flows are predicted to be in the region of 600 – 700 two way movements during each peak hour (subject to full completion of the North Littlehampton Site and all associated highway infrastructure.
- The TRICS database has been used to estimate the likely traffic flows from the site. It is anticipated that the proposals would result in approximately 28 two way movements at the western access during each peak and up to 8 two way movements at the eastern access during each peak.
- **Queue Lengths** – No assessment of queue lengths are provided.
- **Non-motorised User Flows** – There are relatively high NMU flows locally with a pedestrian / cycle route to the immediate south of the site and relatively high flows on the footway / cycleway on Fitzalan Link Road related to the Academy.
- **Desire Lines** – There are no observed desire lines specific to the site. However to the immediate south of the site is a shared use pedestrian / cycle route which runs from Elm Grove Road to Cornwall Road including a crossing of the Fitzalan Link Road. WSCC wish to upgrade this crossing to a Toucan crossing.

D) Any relevant factors which may affect road safety such as adjacent developments (existing or proposed), proximity of schools or retirement/care homes and access for emergency vehicles.

- Immediately to the north of the site (via the Fitzalan Link Road) is the recently opened Littlehampton Academy (1900 pupils). The Academy is served via the Fitzalan Link Road which is supported by 3m shared use pedestrian / cycle path which will pass over the proposed western access.
- It is also the intention of the Highway Authority to upgrade the existing uncontrolled crossing on the Fitzalan Link Road (to the south of the site access) to form a Toucan Crossing.

E) For on-line schemes and at tie-ins, the previous 60 months accident data in the form of 'stick plots' and interpreted listings. The accident data should cover both the extent of the scheme and both sections of highway.

- PIA data for the adjacent network is provided for the previous 5 years.



F) At Audit Stage 2 and 3, details of any changes introduced since the previous stage.

- N/A since Stage 1.

G) A3 or A4 size plans using an appropriate scale for the Audit Team to mark up for inclusion in the Audit Report.

- Copies of access design drawings, as listed in a), are enclosed for the Audit Team. The drawings are printable to scale at A3.

H) Previous Road Safety Audit Reports, Exceptions Reports and a copy of the Interim Road Safety Audit File (where an Interim Road Safety Audit has taken place).

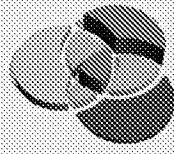
- N/A

I) Contact details of the Maintaining Agent to whom any identified maintenance defects should be notified (by telephone and immediately confirmed in writing for serious defects) separately from the audit report.

- West Sussex County Council, Chichester, West Sussex 01243 642105 (switchboard)

J) Details of the appropriate police contact

- N/A



APPENDIX B

Littlehampton Academy - Littlehampton – RGP

Collision report 01/08/2008 – 31/07/2013

Date produced
21 August 2013

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.

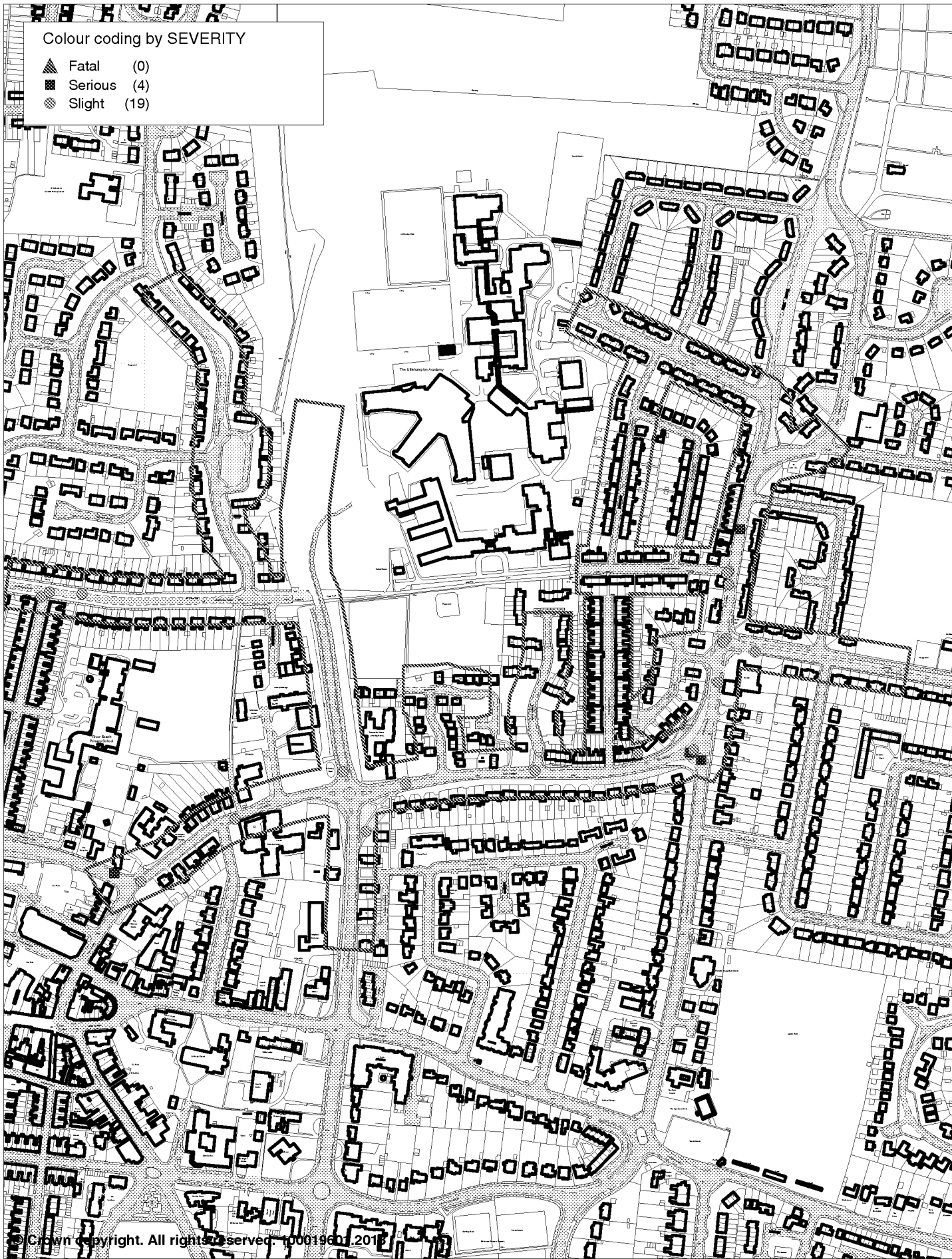
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

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:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



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Sussex Safer Roads
PARTNERSHIP

Collision Data
Littlehampton Academy - Littlehampton - RGP
01/08/2008 - 31/07/2013

SCALE	1 : 5300
DATE	21/08/2013
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/08/2008** to **31/07/2013** (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									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

0808177 Thursday U HORSHAM ROAD 45M NORTH OF Veh 1 Car Going ahead S to N Ped M 7 Serious
 23/10/2008 U ELMGROVE ROAD
 1635hrs
 Daylight:street lights present
 E 503,618 Dry
 N 102,625 Fine without high winds
 30 mph

CHILD RAN INTO ROAD FROM OFFSIDE IN ORDER TO CROSS ROAD. CHILD RAN INTO PATH OF ONCOMING V1. CHILD HIT BY FRONT OFFSIDE OF VEHICLE, KNOCKED TO GROUND, INJURY CAUSED.

0809405 Friday B2187 HORSHAM ROAD M OF U ELM Veh 2 Bus/coach Starting S to N
 05/12/2008 GROVE ROAD Veh 1 Car Turning right N to W FSP M 18 Slight
 B 2187 1930hrs Veh 1 Car Turning right N to W Dri M 17 Slight
 Darkness: street lights present
 E 503,606 Dry
 N 102,581 Fine without high winds
 30 mph

V2 PULLING AWAY FROM BUS STOP, AS DOING SO V1 CROSSED CARRIAGEWAY, ACROSS PATH OF V2, WHEN TURNING RIGHT AND COLLIDING WITH FRONT OF V2 CAUSING MINOR INJURY TO OCCUPANTS OF V1.

0902786 Wednesday U DORSET CLOSE m of B2187 EAST Veh 2 Pedal cycle Going ahead W to E Dri M 13 Slight
 22/04/2009 STREET Veh 1 Car Starting N to S
 U 0727hrs
 Daylight:street lights present
 E 503,402 Dry
 N 102,371 Fine without high winds
 30 mph

MALE JUVENILE ON PEDAL CYCLE WAS CYCLING EAST ON EAST STREET AND VEHICLE 1 WAS EXITING FROM DORSET CLOSE. THE SUN FACING WEST WAS EXTREMELY BRIGHT AND VEHICLE 1 DID NOT SEE CYCLIST AND COLLIDED WITH HIM AT AN EXTREMELY LOW SPEED CAUSING THE CYCLIST TO FALL OFF HIS BIKE AND RECEIVE BRUISING TO HIS LEFT LEG.

0903703 Friday U FRANSISCAN WAY 5m North of U Veh 1 Car Stopping W to E Ped M 11 Serious
 22/05/2009 EAST STREET
 U 1625hrs
 Daylight:street lights present
 E 502,959 Dry
 N 102,263 Fine without high winds
 30 mph

VEHICLE 1 TRAVELLING SOUTHBOUND TOWARDS MINI ROUNDABOUT CHILD AGED 11 RAN OUT ON TO ROAD IN FRONT OF CAR , VEHICLE 1 UNABLE TO STOP . ALL ACCOUNTS GIVEN CONFIRMED DRIVER NOT AT FAULT , HOWEVER STAYED AT SCENE AND ALL DETAILS EXCHANGED . CHILD WENT TO HOSPITAL WITH SUSPECTED FRACTURED LEFT FEMUR

INTERMEDIATE ACCIDENT REPORT

Run on: 21/ 08/2013

Details of Personal Injury Accidents for Period - 01/08/2008 to 31/07/2013 (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									
Grid Ref.	Time									
	DL									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

0909739 Wednesday B2187 HORSHAM ROAD m of U
23/12/2009 EMLGROVE ROAD
B 2187 1317hrs
Daylight:street lights present
E 503,606 Wet/Damp
N 102,567 Fine without high winds
30 mph

APPARANTLY VEH 1 WAS EXITING FROM A SIDE ROAD ONTO THE MINOR ROAD AND STRAIGHT INTO THE PATH OF THE ONCOMING VEH 2.

0909664 Monday B2187 EAST STREET m of U
21/12/2009 FRANCISCAN WAY
B 2187 1530hrs
Daylight:street lights present
E 502,987 Frost/Ice
N 102,254 Other
30 mph

VEH 3 WAS PARKED STATIONARY ON SINGLE YELLOW LINE ON WEST BOUND CARRIAGEWAY. VEH 2 HAS PULLED TOWARDS MIDDLE OF ROAD TO PASS VEH 3, HOWEVER HAS NOT PROCEEDED AND BRAKED. VEH 1 HAS THEN HIT VEH 2 IN THE REAR AND CAUSED DAMAGE TO VEH 1 AND VEH 2. PASSENGER FROM VEH 2 HAS SUSTAINED WHIPLASH AND WAS TAKEN TO A&E BY AMBULANCE. A FURTHER PASSENGER HAS MADE CONTACT WITH POLICE TO STATE HE HAD SUSTAINED INJURIES TO HIS ELBOW. HE DID NOT STAY AT SCENE DUE TO BEING BLIND AND NEEDING TO CATCH A TRAIN TO TRAVEL NORTH TO BE WITH FAMILY. HE FELL OF HIS SEAT WHEN VEH 1 HIT VEH 2.

1000099 Tuesday B2187 EAST STREET of U GODA
05/01/201C ROAD POLICE STATION
B 2187 1500hrs
Daylight:street lights present
E 503,086 Wet/Damp
N 102,320 Fine without high winds
30 mph

VEH.3 STATIONARY FACING WEST IN EAST STREET INDICATING LEFT TO ENTER ACCESS ROAD WAITING FOR PEDESTRIANS TO CLEAR JUNCTION. VEH.2 STATIONARY BEHIND VEH.3. VEH.1 WESTBOUND IN EAST STREET FAILED TO REALISE VEHs AHEAD WERE STATIONARY AND DROVE INTO REAR OF VEH.2 FORCING IT FORWARD INTO VEH.3.

1004826 Monday U EAST STREET 36m West of U
19/07/201C ROSEMEAD SUMMERLEA HOUSE
U 1730hrs NURSING HOME
Daylight:street lights present
E 503,266 Dry
N 102,357 Fine without high winds
30 mph

VEH2 STATIONARY OUTSIDE ENTRANCE TO SUMMERLEA NURSING HOME FACING NORTH, VEH1 PEDAL CYCLIST TRAVELLING WEST TO EAST ON PAVEMENT STRUCK FRONT BUMPER CAUSING DAMAGE TO VEH2.

INTERMEDIATE ACCIDENT REPORT

Run on: 21/ 08/2013

Details of Personal Injury Accidents for Period - 01/08/2008 to 31/07/2013 (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									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

1006097 Tuesday B2187 HORSHAM ROAD of U Veh 2 Car Wait go ahead held N to S Dri M 17 Slight
14/09/2010 SOUTHFIELDS ROAD GENERAL Veh 3 Car Wait go ahead held N to S
B 2187 2213hrs HENRY PUBLIC HOUSE Veh 1 Car Wait go ahead held N to S
Darkness: street lights present
E 503,603 Wet/Damp
N 102,510 Other
30 mph

VEHICLE 1 HAS BEEN WAITING AT A MINI ROUNDABOUT BEHIND VEHICLE 2 AND VEHICLE 3. VEHICLE 3 HAS STOPPED AT THE ROUNDABOUT GIVING WAY TO TRAFFIC. VEHICLE 2 HAS STOPPED BEHIND. VEHICLE 1 HAS FAILED TO STOP IN TIME HITTING INTO VEHICLE 2, CAUSING VEHICLE 2 TO HIT INTO THE BACK OF VEHICLE 3.

1006891 Thursday U QUEEN STREET of U CORNWALL Veh 2 Car Wait to turn left S to N Dri F 36 Slight
14/10/2010 ROAD AT THE JUNCTION Veh 1 Car Going ahead S to N
U 0900hrs
Daylight:street lights present
E 502,882 Dry
N 102,554 Fine without high winds
30 mph

VEH2 TRAVELLING NORTH STOPPED AT JUNCTION. VEH1 TRAVELLING BEHIND VEH2 COLLIDED WITH REAR OF VEH2 CAUSING DAMAGE AND INJURY. DRIVER OF VEH1 RELUCTANT TO SUPPLY DETAILS GAVE NAME AND ADDRESS VEHICLE DETAILS NOT NOTED

1102595 Monday B2187 HORSHAM ROAD of U0 Veh 2 Car Turning left N to E
25/04/2011 SOUTHFIELDS ROAD CUFF MILLERS Veh 1 Pedal cycle Going ahead N to S Dri M 30 Slight
B 2187 1100hrs GARAGE
Daylight:street lights present
E 503,595 Dry
N 102,464 Fine without high winds
30 mph

V2 WAS TRAVELLING SOUTH AND SIGNALLING TO TURN LEFT INTO A GARAGE FORE COURT V1 A CYCLIST RODE INTO THE NEAR SIDE OF V2 AS V2 WAS TURNING LEFT HIT V2 ON THE NEAR SIDE AND FELL OFF CYCLE CAUSING GRAZING TO HIS LEFT ARM, RIDER OF V1 REFUSED DETAILS AND LEFT THE SCENE

1104700 Thursday B2187 EAST STREET of C0 ST Veh 2 Car Wait to turn right W to S Dri F 40 Slight
28/07/2011 FLORAS ROAD Veh 1 Car Turning right S to NE
B 2187 1630hrs
Daylight: no street lighting
E 503,565 Dry
N 102,388 Unknown
30 mph

VEHICLE 2 WAS IN EAST STREET INDICATING TO TURN RIGHT INTO ST FLORAS ROAD. VEHICLE 1 WAS IN ST FLORAS ROAD AND PULLED OUT INTO EAST STREET AND HIT THE OFFSIDE REAR PART OF VEHICLE 2.

Details of Personal Injury Accidents for Period - **01/08/2008** to **31/07/2013** (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									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

1104652 Saturday B2187 EAST STREET of U ST FLORA'S Veh 2 Pedal cycle Going ahead RH bend N to W Dri M 44 Serious
 21/05/2011 ROAD Veh 1 Car Turning left S to W
B 2187 1300hrs
 Daylight:street lights present
E 503,565 Dry
N 102,390 Unknown
 30 mph

INFORMANT WAS CYCLING ALONG EAST STREET TOWARDS LITTLEHAMPTON WHEN A VEHICLE PULLED OUT OF ST FLORA'S ROAD AND HIT REAR END OF CYCLE, CAUSING HIM TO COME OFF. THE DRIVER OF THE VEHICLE DID NOT STOP TO EXCHANGE DETAILS. THE INFORMANT HAS NOW FOUND OUT THAT AS A RESULT OF THE INCIDENT HE HAS RIPPED LIGAMENTS AND TWO BROKEN BONES IN HIS RIGHT ANKLE.

1008433 Sunday B2187 EAST STREET 30m West of U ST Veh 2 Car Parked 0 to 0
 12/12/2011 FLORA'S ROAD Veh 3 Car Parked 0 to 0
B 2187 0055hrs Veh 1 Car Going ahead E to W Dri M 18 Slight
 Darkness: street lights present
E 503,510 Wet/Damp
N 102,389 Fine without high winds
 30 mph

DRIVER 1 WHILST UNDER INFLUENCE OF ALCOHOL LOST CONTROL OF VEHICLE(1)COLLIDED WITH PARKED UNATTENDED VEHICLE (2) AND VEHICLE (3)

1105875 Monday B2187 HORSHAM ROAD of C0 ST Veh 2 Pedal cycle Going ahead N to S Dri M 50 Serious
 19/09/2011 FLORAS ROAD Veh 1 Car Turning left N to SE
B 2187 0745hrs
 Daylight: street lighting
E 503,577 Dry
N 102,382 Fine without high winds
 30 mph

A PEDAL CYCLE WAS TRAVELLING WESTBOUND ON THE HORSHAM ROAD, ON DRAWING TO THE JUNCTION OF ST FLORAS ROAD VEHICLE 1 HAS PULLED INFRONT OF THE PEDAL CYCLES PATH AND TURNED LEFT INTO ST FLORAS ROAD. THIS HAS CAUSED THE PEDAL CYCLE TO COLLIDE WITH VEHICLE 1 REAR N/S. PEDAL CYCLIST HAS BEEN THROWN INTO THE AIR RESULTING IN AN INJURY TO THE ELBOW.

1203389 Wednesday U CORNWALL ROAD of U QUEEN Veh 2 Car Going ahead E to W
 04/07/2012 STREET Veh 1 Pedal cycle Turning right S to E Dri M 14 Slight
U 0815hrs
 Daylight: no street lighting
E 502,891 Dry
N 102,559 Fine without high winds
 30 mph

DRIVER OF V2 WAS HEADING IN A WESTERLY DIRECTION ALONG CORNWALL ROAD. DRIVER OF V2 SAW A YOUNG MALE ON A CYCLE AT THE JUNCTION OF CORNWALL ROAD AND QUEEN STREET. V2 SLOWED DOWN BUT THE CYCLIST SWERVED OUT OF QUEEN STREET WITHOUT LOOKING AND COLLIDE

Details of Personal Injury Accidents for Period - **01/08/2008** to **31/07/2013** (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									
Grid Ref.	Time									
	DL									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

D WITH THE NEARSIDE OF V2. THE HANDLEBARS OF THE CYCLE CAUGHT ON THE NEARSIDE WING MIRROR OF V2. THE YOUNG MALE FATHER ATTENDED THE SCENE BUT NEITHER HIS DETAILS OR HIS SON WERE OBTAINED, SAVE THAT THE YOUNG MALE GOES TO LITTLEHAMPTON ACADEMY.

1204191 Wednesday B2187 HORSHAM ROAD Veh 2 Pedal cycle Turning right S to E Dri M 50 Slight
 08/08/2012 LITTLEHAMPTON At Junction of U Veh 1 Car Going ahead S to N
B 2187 1300hrs SOUTHFIELDS ROAD outside ON
 Daylight:street lights present
 E 503,600 Dry
 N 102,506 Fine without high winds
 30 mph

V1 TRAVELLING NORTHBOUND IS IN COLLISION WITH PEDAL CYCLE WHICH HAS ENTERED ROUNDABOUT

1204175 Monday U ELMGROVE ROAD Veh 2 M/C > 500 cc Going ahead E to W Dri M 23 Slight
 13/08/2012 LITTLEHAMPTON At Junction of B2187 Veh 1 Car Going ahead E to W
 U 1545hrs HORSHAM ROAD WEST
 Daylight: no street lighting
 E 503,604 Dry
 N 102,579 Fine without high winds
 30 mph

VEHICLE 1 DROVE UP ALONGSIDE VEHICLE 2, LOOKED AT DRIVER OF VEHICLE 2 AND DROVE DIRECTLY AT HIM. DRIVER OF VEHICLE 2 WAS THEN HIT BY THE PASSENGER SIDE OF VEHICLE 1. VEHICLE 1 THEN DROVE OFF

1206479 Tuesday C546 SOUTHFIELDS ROAD Veh 2 Car Going ahead E to W Dri F 49 Slight
 04/12/2012 LITTLEHAMPTON At Junction of B2187 Veh 1 Car Going ahead E to W
C 546 1801hrs HORSHAM ROAD
 Darkness: street lights present
 E 503,634 Dry
 N 102,496 Fine without high winds
 30 mph

VEH 1 HAS FAILED TO SLOW SUFFICIENTLY BEHIND VEH 2 ON APPROACH TO ROUNDABOUT JUNCTION AND COLLIDED WITH REAR OF VEH 2. DRIVER OF VEH 2 INJURED.

1205987 Saturday B2187 EAST STREET Veh 2 Pedal cycle Going ahead E to W Dri M 31 Slight
 10/11/2012 LITTLEHAMPTON At Junction of U Veh 1 Car Going ahead E to W
B 2187 1900hrs FITZALAN ROAD
 Darkness: street lights present
 E 503,224 Dry
 N 102,307 Fine without high winds
 30 mph

VEHICLE 2 WHICH IS A PUSHBIKE HAS BEEN NEGOCIATING THE ROUNDABOUT JUNCTION WITH EAST STREET AND FITZALAN ROAD IN LITTLEHAMPTON. VEHICLE 1 HAS ALSO NEGOCIATED THE SAME THE SAME ROUNDABOUT COLLIDING WITH THE PUSHBIKE KNOCKING ITS RIDER TO THE GROUND.

Details of Personal Injury Accidents for Period - **01/08/2008** to **31/07/2013** (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									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

1300815 Wednesday U FITZALAN ROAD
 13/02/2013 LITTLEHAMPTON 40m East of U
 U 0912hrs CORNWALL ROAD
 Daylight: no street lighting
 E 503,200 Dry
 N 102,370 Fine without high winds
 30 mph

RIDER 1 RIDING COLLIDED WITH PEDESTRIAN WHO ENTERED CARRIAGEWAY, FROM WEST, INTO ONCOMING PATH OF VEH 1.

1301835 Saturday U CORNWALL ROAD
 13/04/2013 LITTLEHAMPTON 100m East of U
 U 1145hrs QUEEN STREET
 Daylight:street lights present
 E 502,925 Wet/Damp
 N 102,557 Raining without high winds
 30 mph

V1 A STOLEN MOPED TRAVELLING EAST IN CORNWALL ROAD COLLIDED INTO THE REAR OF PEDAL CYCLIST AND MADE OFF.

1302808 Sunday B2187 EAST STREET
 02/06/2013 LITTLEHAMPTON At Junction of U ST
 B 2187 1300hrs FLORAS ROAD
 Daylight:street lights present
 E 503,569 Dry
 N 102,393 Fine without high winds
 30 mph

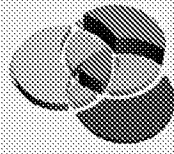
RIDER OF SCOOTER (VEHICLE 2) WAS TURNING RIGHT. VEHICLE 1 EMERGED FROM THE JUNCTION AND COLLIDED WITH RIDER OF SCOOTER - THE MALE DRIVER CLAIMED HE DID NOT SEE VEHICLE 2. MALE DRIVER VEHICLE 1 GAVE HIS NAME AS MIKE AND A MOBILE NUMBER WHICH IS UNOBTAINABLE. RIDER OF VEHICLE 2 WAS TOO SHOCKED TO OBTAIN ANY FURTHER DETAILS. (INCIDENT WAS REPORTED BY PARENTS DUE TO RIDERS INJURIES)

	Category	Casualties	Driver / Passeng	PTW	Pedestrian	Cyclist	
1	Serious	1			1		7y/o running into road
2	Slight	2	2				young drivers cutting right into EGR in front of bus
3	Slight	1				1	Driver failed to see young cyclist (13) due to dazzle from low sun
4	Serious	1			1		11y/0 running into road
5	Slight	1	1				vehicle pulling out of EGR failed to observe / pulled into path of vehicle on major road
6	Slight	2	2				rear shunt possibly resulting from vehicle braking unexpectedly or failure to observe / react
7	Slight	1	1				Rear shunt - trailing vehicle failure to observe / react to stationary vehicles
8	Slight	1				1	12y/o cycling on pavement collided with vehicle waiting on pavement / half in private access
9	Slight	1	1				Rear shunt - trailing vehicle failure to observe / react to stationary vehicles
10	Slight	1	1				Rear shunt - trailing vehicle failure to observe / react to stationary vehicles
11	Slight	1				1	Cyclist cutting inside traffic collided with vehicle indicating and pulling left onto fuel station
12	Slight	1	1				Vehicles drove into each others paths while negotiating priority junction / right turns
13	Serious	1				1	Driver pulling out of minor road failed to observe / give way to cyclist on major road
14	Slight	1	1				Young driver under the influence of alcohol
15	Serious	1				1	Driver overtaking cyclist and immediately turns left into minor road
16	Slight	1				1	young cyclist riding without attention
17	Slight	1				1	Driver / cyclist failed to observe / give way or anticipate cyclist movement
18	Slight	1		1			Apparent act of aggression from driver of vehicle
19	Slight	1	1				Rear shunt - trailing vehicle failure to observe / react to stationary vehicles
20	Slight	1				1	Driver / cyclist failed to observe / give way or anticipate cyclist movement
21	Slight	2		1	1		young pedestrian stepped into path of young moped rider
22	Slight	1				1	Stolen moped collided with cyclist
23	Slight	1		1			Moped turning right from major road into minor road driver exists minor road fails to observe / react into path of moped

11

23 PIA's
26 Casualties
4 Serious
22 Slight

11 Driver / Pass 3 PTW
3 Ped
9 cycle



APPENDIX C

RGP Fry's Yard Godalming

Licence No: 728001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/NON-PRIVATE HOUSING

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 14 to 138 (units:)
 Range Selected by User: 14 to 1874 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 11/12/12

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 2 days
 Wednesday 2 days
 Thursday 3 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:

Suburban Area (PPS6 Out of Centre) 4
 Edge of Town 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 6
 No Sub Category 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.

RGP Fry's Yard Godalming

Licence No: 728001

Filtering Stage 3 selection:Use Class:

C3

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:

5,001 to 10,000

2 days

10,001 to 15,000

2 days

20,001 to 25,000

3 days

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

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

2 days

75,001 to 100,000

2 days

100,001 to 125,000

1 days

125,001 to 250,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

3 days

1.1 to 1.5

4 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

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.

RGP Fry's Yard Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	CB-03-M-03	SEMI -DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBECK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: MONDAY	20/06/05		Survey Type: MANUAL
2	CM-03-M-01	HOUSES & FLATS		CARMARTHENSHIRE
	COLLEGE ROAD			
	CARMARTHEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	48		
	Survey date: THURSDAY	18/09/08		Survey Type: MANUAL
3	DH-03-M-02	SEMI DET. & DETACHED		DURHAM
	PUDSEY WALK			
	DARLINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: WEDNESDAY	10/11/10		Survey Type: MANUAL
4	DV-03-M-01	HOUSES & FLATS		DEVON
	TOPSHAM ROAD			
	EXETER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	61		
	Survey date: THURSDAY	06/10/11		Survey Type: MANUAL
5	FA-03-M-01	SEMI D./ TERRACED		FALKIRK
	FAIRLIE STREET			
	FALKIRK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	138		
	Survey date: WEDNESDAY	29/06/05		Survey Type: MANUAL
6	NY-03-M-03	SEMI D./ TERRACED		NORTH YORKSHIRE
	CAWTHORN AVENUE			
	HARROGATE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: THURSDAY	11/09/08		Survey Type: MANUAL
7	VG-03-M-01	SEMI -DET./ TERRACED		VALE OF GLAMORGAN
	SKOMER ROAD			
	BARRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: MONDAY	18/10/10		Survey Type: MANUAL

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

RGP Fry's Yard Godalming

Licence No: 728001

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KC-03-M-01	Flats not representative
RE-03-M-01	Flats not representative

RGP Fry's Yard Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

VEHICLES**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 81 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS					
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate		
00:00 - 01:00														
01:00 - 02:00														
02:00 - 03:00														
03:00 - 04:00														
04:00 - 05:00														
05:00 - 06:00														
06:00 - 07:00														
07:00 - 08:00	7	60	0.088	7.102	7	60	0.206	16.699	7	60	0.294	23.801		
08:00 - 09:00	7	60	0.173	14.012	7	60	0.320	25.912	7	60	0.493	39.924		
09:00 - 10:00	7	60	0.173	14.012	7	60	0.223	18.043	7	60	0.396	32.055		
10:00 - 11:00	7	60	0.166	13.436	7	60	0.147	11.900	7	60	0.313	25.336		
11:00 - 12:00	7	60	0.180	14.588	7	60	0.180	14.588	7	60	0.360	29.176		
12:00 - 13:00	7	60	0.126	10.173	7	60	0.192	15.547	7	60	0.318	25.720		
13:00 - 14:00	7	60	0.201	16.315	7	60	0.168	13.628	7	60	0.369	29.943		
14:00 - 15:00	7	60	0.192	15.547	7	60	0.187	15.164	7	60	0.379	30.711		
15:00 - 16:00	7	60	0.246	19.962	7	60	0.187	15.164	7	60	0.433	35.126		
16:00 - 17:00	7	60	0.299	24.185	7	60	0.194	15.739	7	60	0.493	39.924		
17:00 - 18:00	7	60	0.332	26.872	7	60	0.175	14.204	7	60	0.507	41.076		
18:00 - 19:00	7	60	0.223	18.043	7	60	0.209	16.891	7	60	0.432	34.934		
19:00 - 20:00														
20:00 - 21:00														
21:00 - 22:00														
22:00 - 23:00														
23:00 - 24:00														
Total Rates:														
2.399				194.247	2.388				193.479	4.787				387.726

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

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

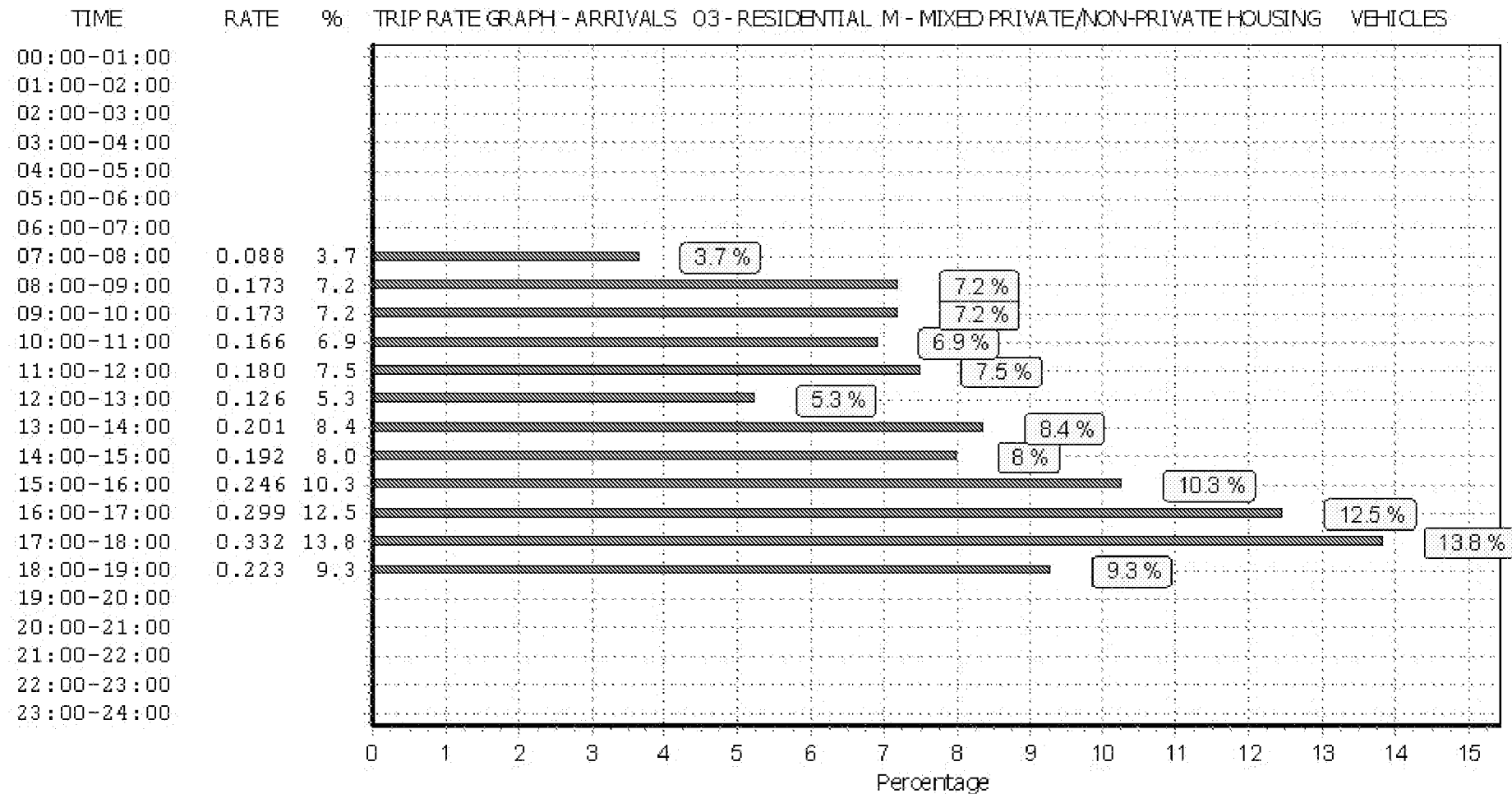
Parameter summary

Trip rate parameter range selected:	14 - 138 (units:)
Survey date range:	01/01/05 - 11/12/12
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

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.

RGP Fry's Yard Godalming

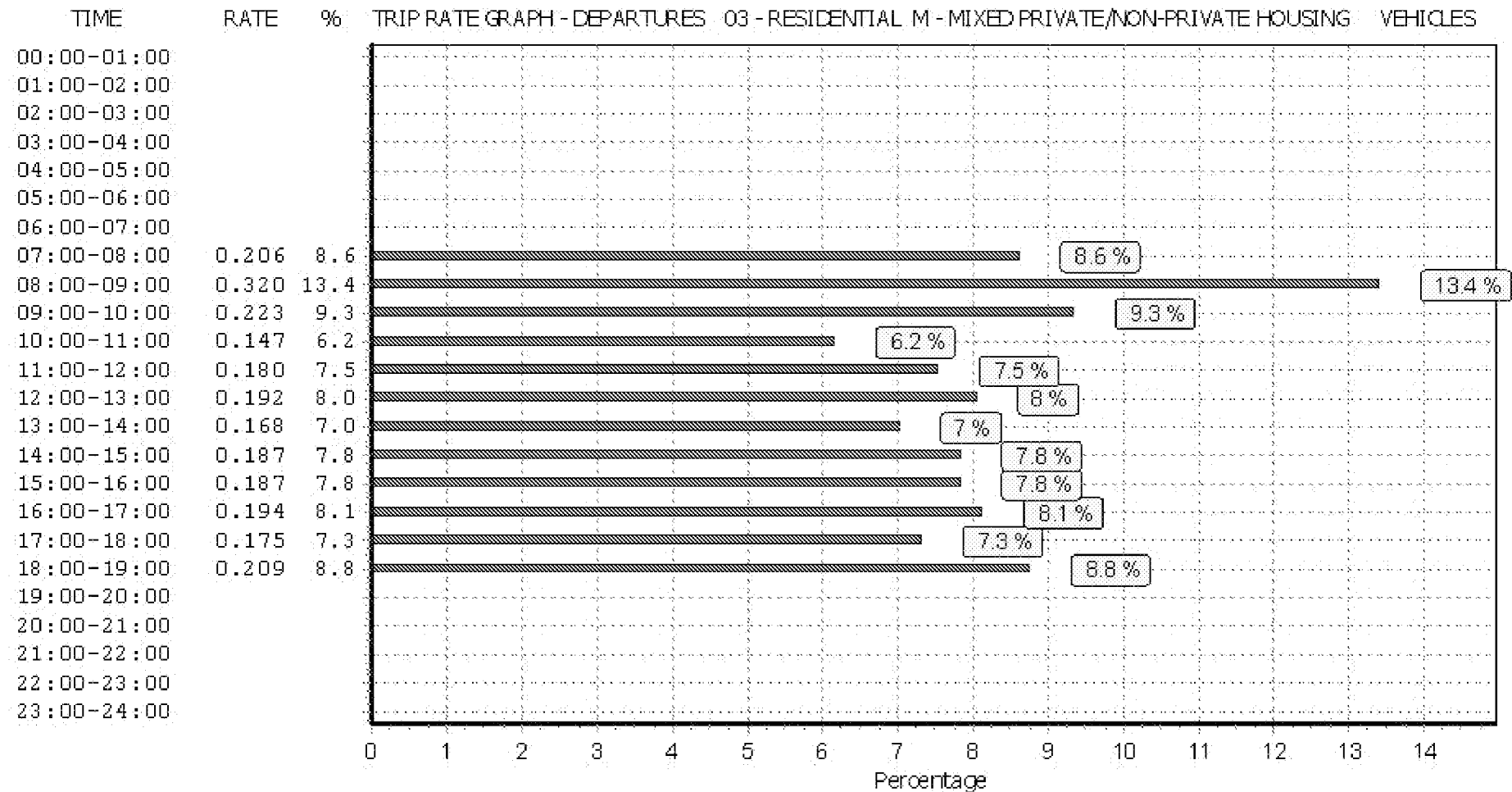
Licence No: 728001



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

RGP Fry's Yard Godalming

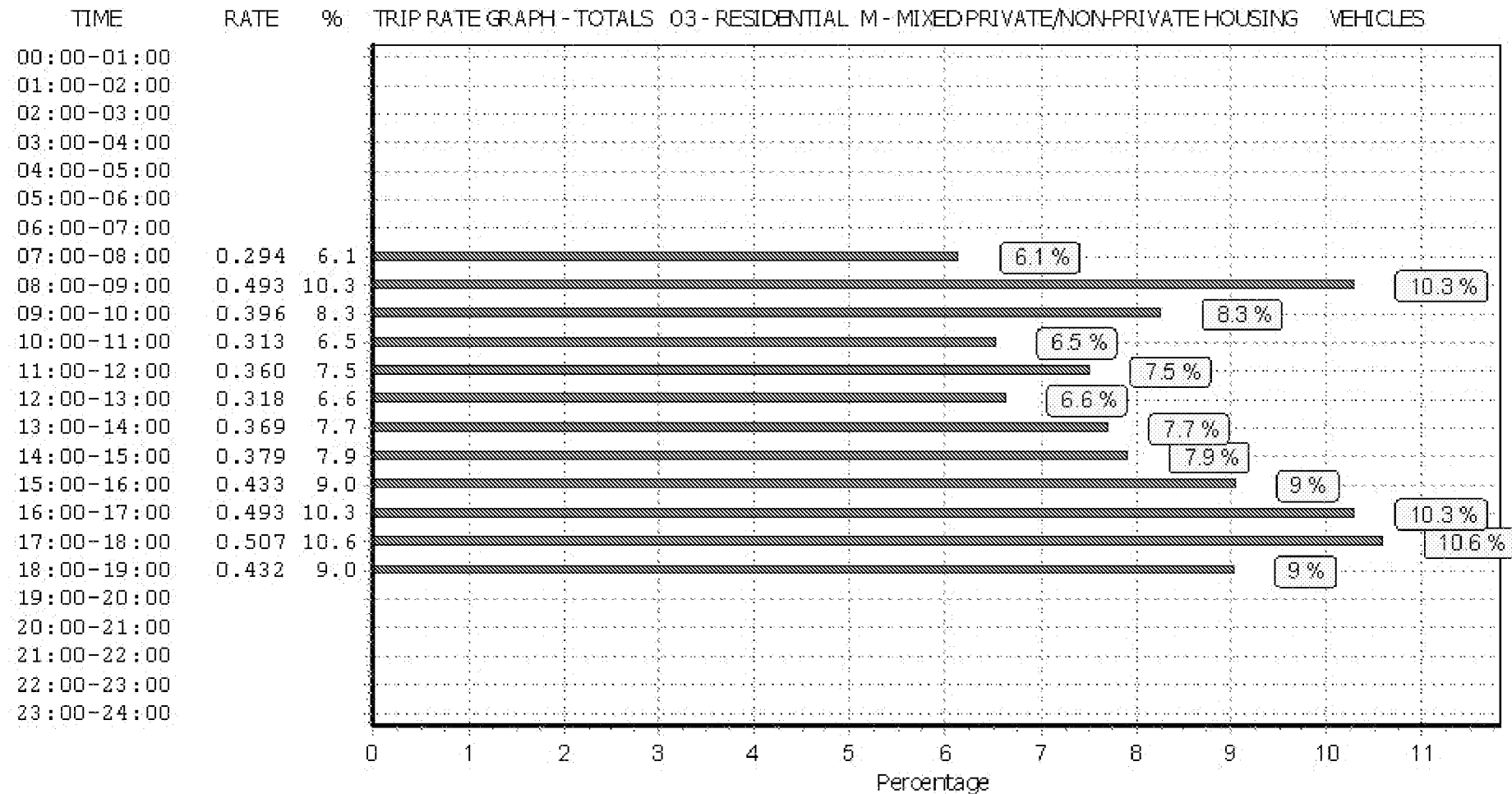
Licence No: 728001



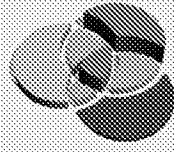
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

RGP Fry's Yard Godalming

Licence No: 728001



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



APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : L - MIXED NON-PRIVATE HOUSING

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
SY SOUTH YORKSHIRE	1 days
08 NORTH WEST	
CH CHESHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 18 to 51 (units:)
 Range Selected by User: 18 to 920 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 19/12/12

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 3 days
 Wednesday 1 days

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

Selected survey types:

Manual count 4 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 1
 Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 3
 No Sub Category 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.

Filtering Stage 3 selection:

Use Class:

C3 4 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 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 1 days

75,001 to 100,000 1 days

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 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 4 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-L-01	MIXED HOUSING	CHESHIRE
	PERCYVALE STREET		
	HURDSFIELD		
	MACCLESFIELD		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	40	
	Survey date: TUESDAY	26/06/07	Survey Type: MANUAL
2	ES-03-L-02	TERRACED & FLATS	EAST SUSSEX
	HUGHENDEN ROAD		
	ORE VALLEY		
	HASTINGS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	51	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
3	SY-03-L-01	HOUSES & FLATS	SOUTH YORKSHIRE
	DELVES CLOSE		
	SHEFFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	21	
	Survey date: TUESDAY	18/12/12	Survey Type: MANUAL
4	WM-03-L-02	LUMLEY GROVE	WEST MIDLANDS
	LUMLEY GROVE		
	CHELMSLEY WOOD		
	BIRMINGHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: TUESDAY	18/10/11	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

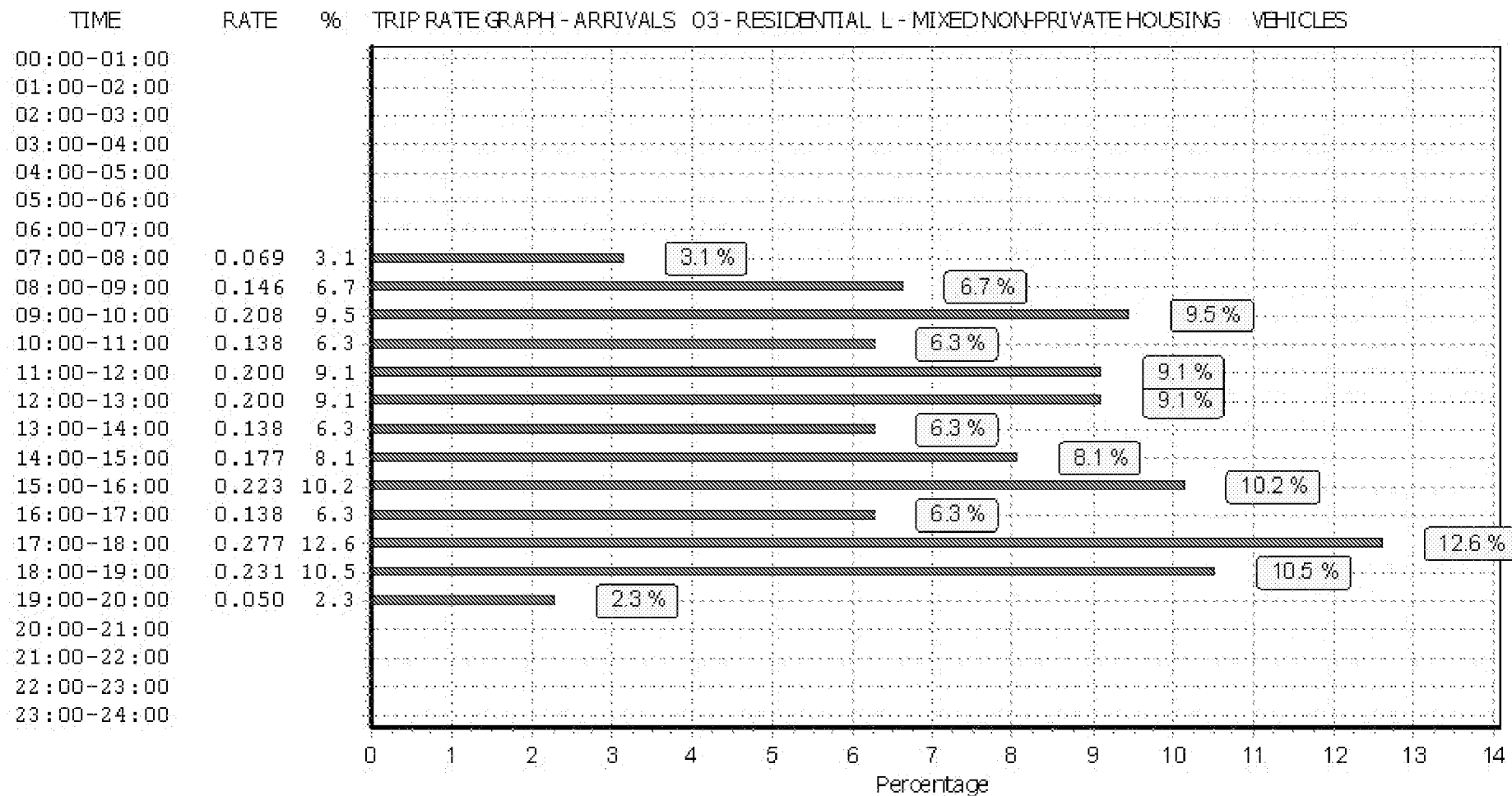
Site Ref	Reason for Deselection
EX-03-L-01	Not representative

BOLD print indicates peak (busiest) period

Affordable Dwelling Trips

RGP Fry's Yard Godalming

Licence No: 728001

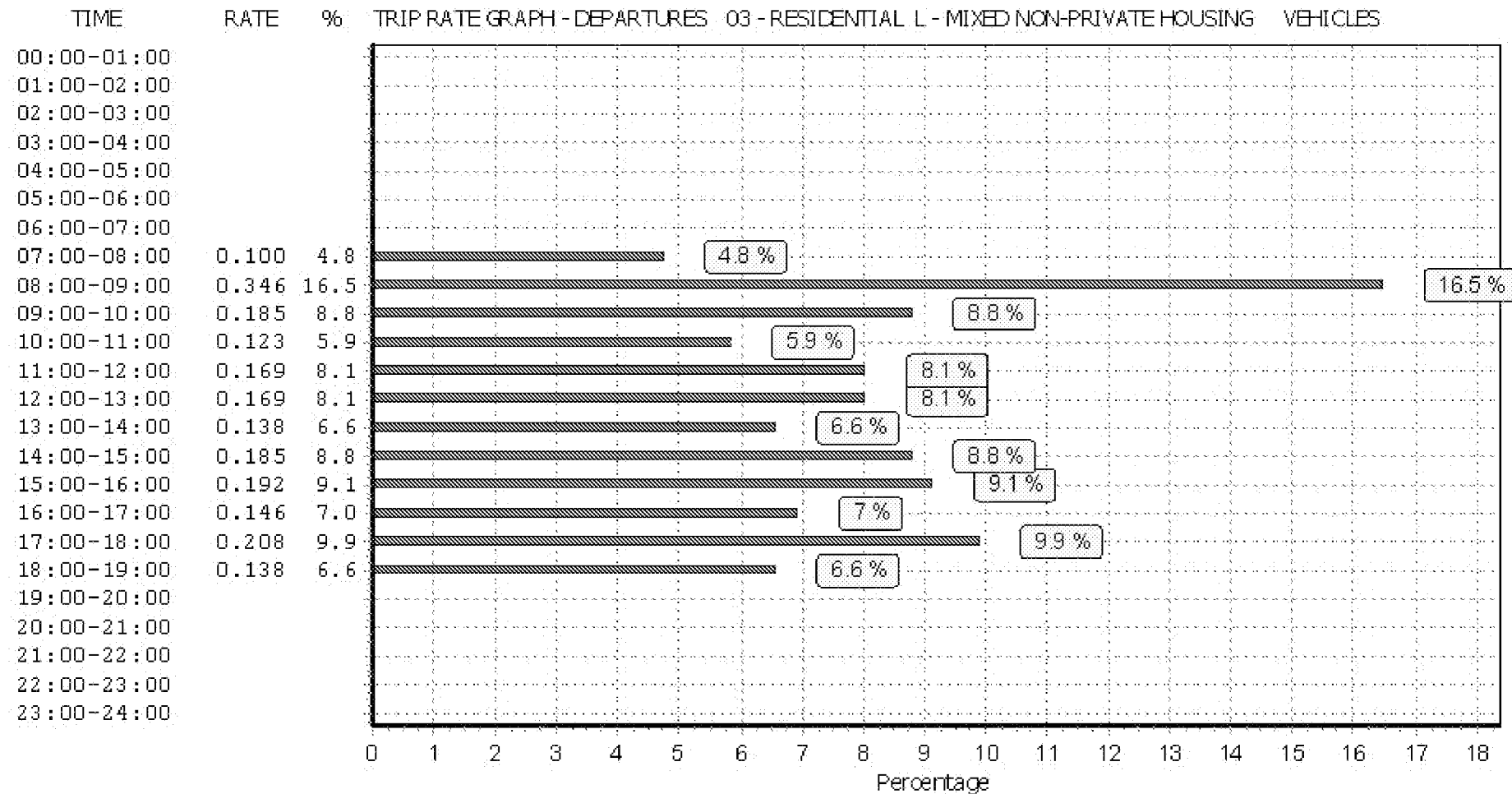


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Affordable Dwelling Trips

RGP Fry's Yard Godalming

Licence No: 728001

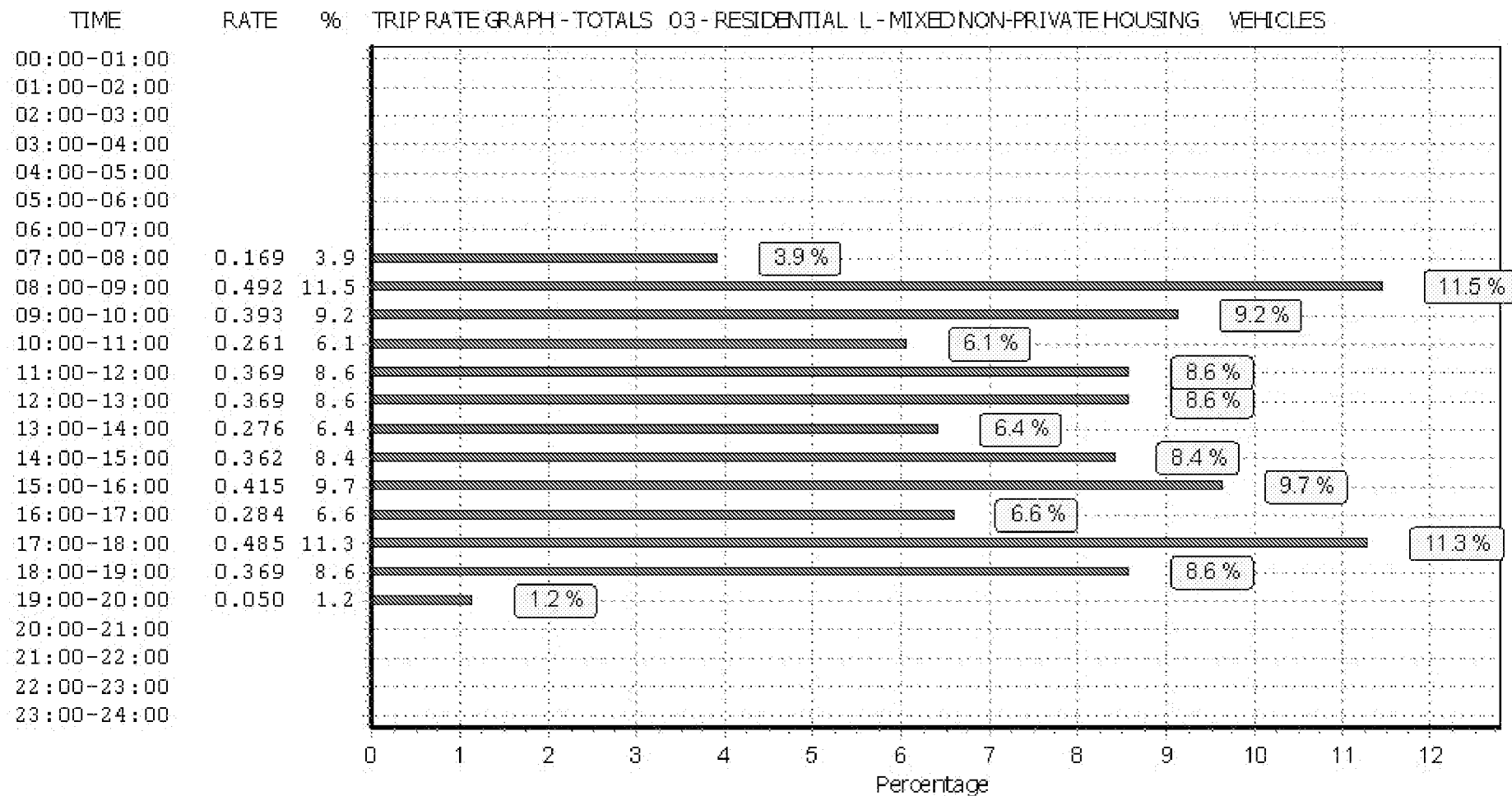


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

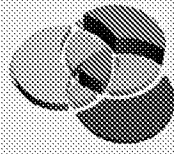
Affordable Dwelling Trips

RGP Fry's Yard Godalming

Licence No: 728001



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



APPENDIX E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIVATE HOUSING

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
10	WALES	
	CP CAERPHILLY	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	FI FIFE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 19 to 61 (units:)
 Range Selected by User: 19 to 788 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 18/10/11

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	2 days
Wednesday	3 days
Friday	3 days

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

Selected survey types:

Manual count	9 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	3
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	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.

Filtering Stage 3 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	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	5 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	4 days
1.1 to 1.5	4 days
1.6 to 2.0	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

9 days

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

LIST OF SITES relevant to selection parameters

1	AD-03-K-01	SEMI DET./ FLATS		ABERDEEN CITY
	ASHGROVE ROAD			
	ABERDEEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: WEDNESDAY	11/05/05		Survey Type: MANUAL
2	CA-03-K-01	TERRACED & FLATS		CAMBRIDGESHIRE
	SOVEREIGN HOUSE			
	ALDERMANS DRIVE			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
3	CP-03-K-01	HOUSES/ FLATS		CAERPHILLY
	TRECENYDD			
	CAERPHILLY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	61		
	Survey date: FRIDAY	19/09/08		Survey Type: MANUAL
4	DC-03-K-03	MIXED HOUSING		DORSET
	MAUMBURY MEWS			
	DORCHESTER			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	24		
	Survey date: FRIDAY	04/07/08		Survey Type: MANUAL
5	FI-03-K-01	MIXED HOUSING		FIFF
	WOODMILL ROAD			
	DUNFERMLINE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	36		
	Survey date: FRIDAY	20/04/07		Survey Type: MANUAL
6	LN-03-K-01	TERRACED/ FLATS		LINCOLNSHIRE
	DE WINT AVENUE			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	56		
	Survey date: WEDNESDAY	18/05/05		Survey Type: MANUAL
7	NY-03-K-01	MIXED HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	19		
	Survey date: TUESDAY	16/09/08		Survey Type: MANUAL
8	NY-03-K-02	MIXED HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	19		
	Survey date: MONDAY	10/10/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 WS-03-K-02 MIXED HOUSING WEST SUSSEX
 RUSSELL WAY

 CRAWLEY
 Suburban Area (PPS6 Out of Centre)
 No Sub Category
 Total Number of dwellings: 61
 Survey date: WEDNESDAY 28/11/07 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
CH-03-K-03	Not representative
FA-03-K-01	Not representative

RGP Fry's Yard Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING

VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 55 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	9	38	0.059	3.235	9	38	0.297	16.338	9	38	0.356	19.573
08:00 - 09:00	9	38	0.068	3.721	9	38	0.338	18.603	9	38	0.406	22.324
09:00 - 10:00	9	38	0.124	6.794	9	38	0.135	7.441	9	38	0.259	14.235
10:00 - 11:00	9	38	0.129	7.118	9	38	0.156	8.574	9	38	0.285	15.692
11:00 - 12:00	9	38	0.126	6.956	9	38	0.138	7.603	9	38	0.264	14.559
12:00 - 13:00	9	38	0.121	6.632	9	38	0.088	4.853	9	38	0.209	11.485
13:00 - 14:00	9	38	0.138	7.603	9	38	0.176	9.706	9	38	0.314	17.309
14:00 - 15:00	9	38	0.132	7.279	9	38	0.153	8.412	9	38	0.285	15.691
15:00 - 16:00	9	38	0.221	12.132	9	38	0.147	8.088	9	38	0.368	20.220
16:00 - 17:00	9	38	0.321	17.632	9	38	0.159	8.735	9	38	0.480	26.367
17:00 - 18:00	9	38	0.303	16.662	9	38	0.153	8.412	9	38	0.456	25.074
18:00 - 19:00	9	38	0.271	14.882	9	38	0.135	7.441	9	38	0.406	22.323
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.013	110.646			2.075	114.206			4.088	224.852

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

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

Parameter summary

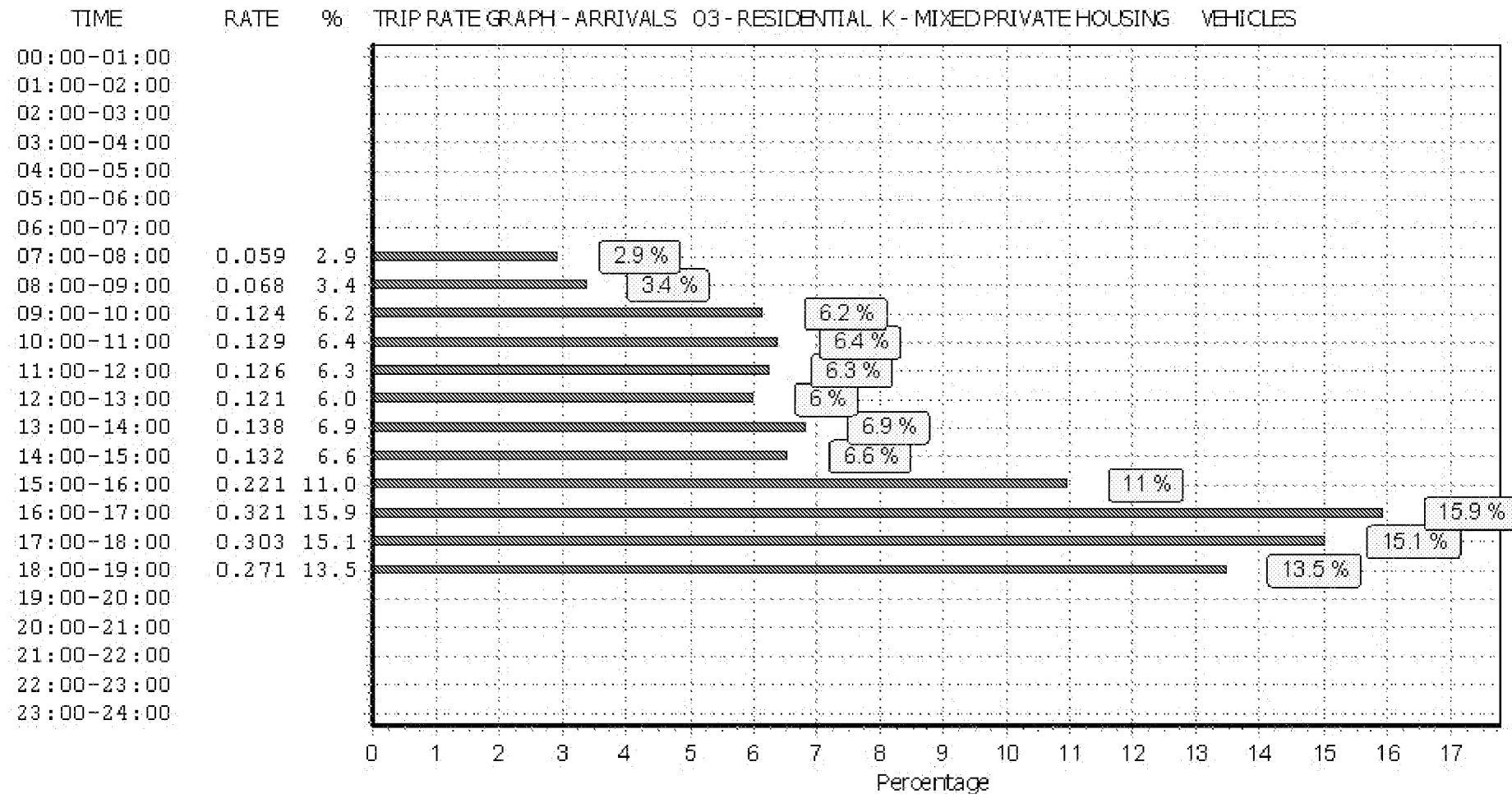
Trip rate parameter range selected:	19 - 61 (units:)
Survey date range:	01/01/05 - 18/10/11
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

Mixed Private Housing

RGP Fry's Yard Godalming

Licence No: 728001

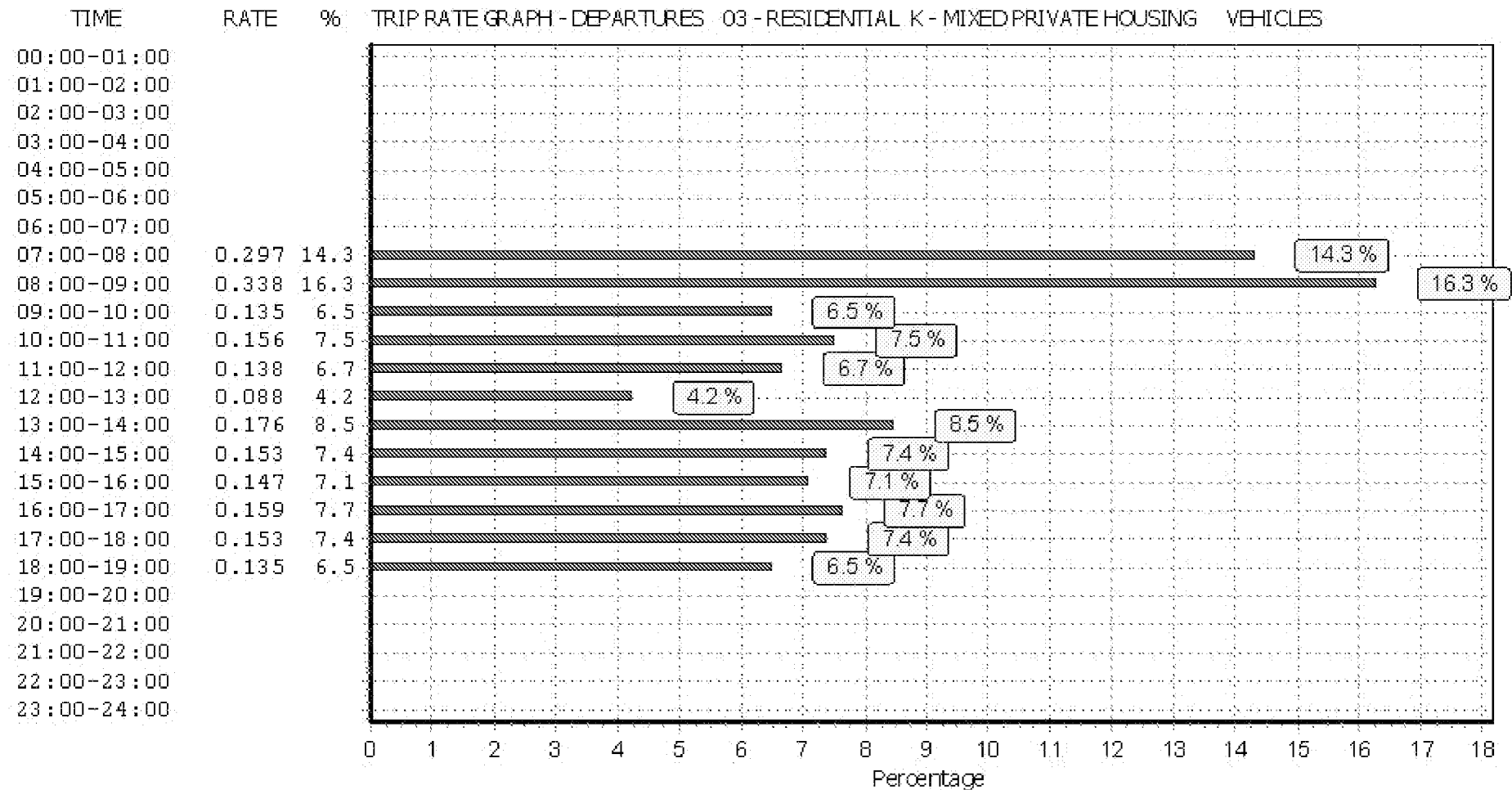


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Mixed Private Housing

RGP Fry's Yard Godalming

Licence No: 728001

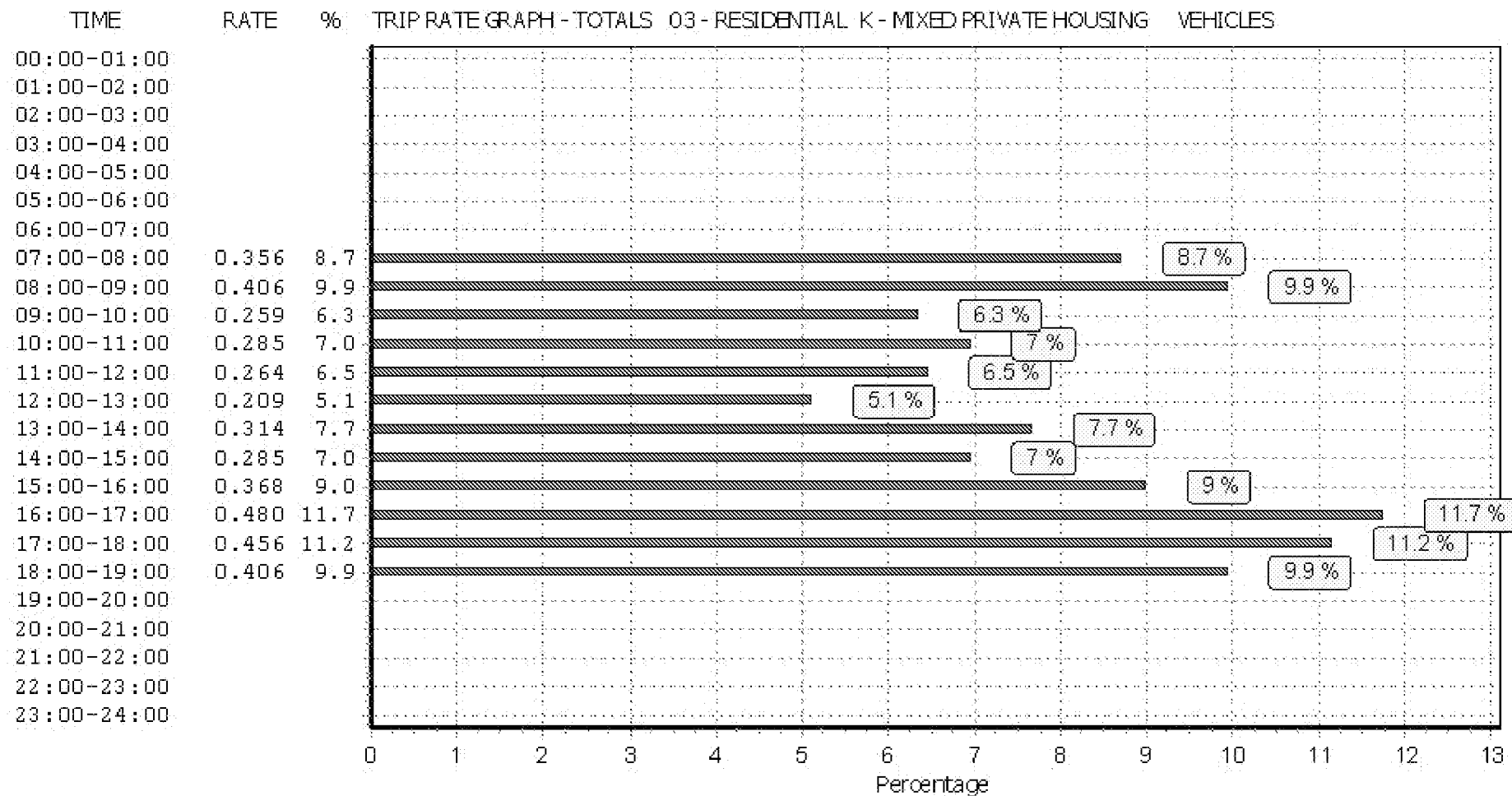


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

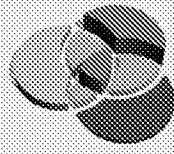
Mixed Private Housing

RGP Fry's Yard Godalming

Licence No: 728001



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



APPENDIX F

Junctions 8						
PICADY 8 - Priority Intersection Module						
Version: 8.0.2.316 [14 Feb 2013]						
© Copyright TRL Limited, 2013						
For sales and distribution information, program advice and maintenance, contact TRL:						
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk						
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: Fitz test 2.arc8

Path: G:\Transport Planning Group\Transport Assessments\Arun TA\L'ton & East Arun TA\Fitz link picady

Report generation date: 09/10/2013 16:42:27

- » 2016 with Cttd Devt - 2016 with Cttd dev, AM
- » 2016 with Cttd Devt - 2016 with Cttd Dev, PM

Summary of junction performance

	AM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2016 with Cttd Devt - 2016 with Cttd dev						
Stream B-AC	0.05	8.70	0.05	A	7.66	A
Stream C-AB	0.02	5.35	0.01	A		
Stream C-A	-	-	-	-		
Stream A-B	-	-	-	-		
Stream A-C	-	-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2016 with Cttd dev, AM " model duration: 07:45 - 09:15

"D2 - 2016 with Cttd Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 09/10/2013 16:42:25

File summary

File Description

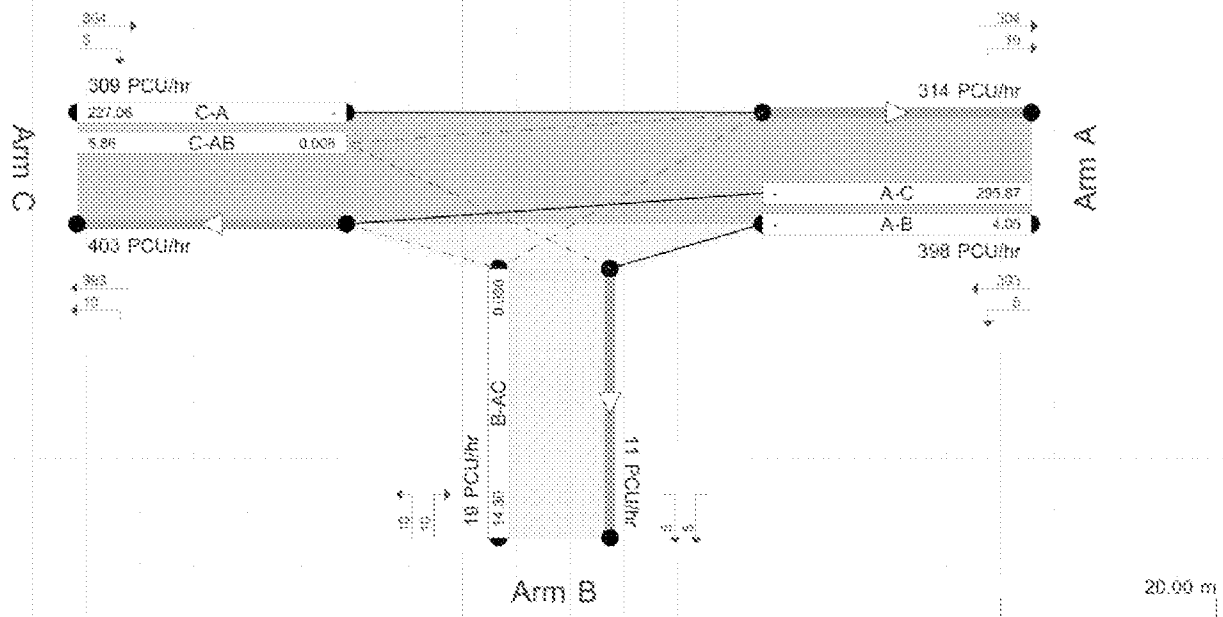
Title	Fitz test 2
Location	Fitzalan Link Littlehampton
Site Number	
Date	04/10/2013
Version	
Status	Draft
Identifier	
Client	WSCC
Jobnumber	
Enumerator	
Description	Test of 55 dwellings served from new Fitzalan Link Road

Analysis Options

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

Units

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



See diagram above for detailed routing and delay data. This is a summary of the results.
 Delay is shown in seconds. Flow is shown in PCU/hr. Delay is shown in seconds.
 Flow is shown in PCU/hr. Delay is shown in seconds.
 Delay is shown in seconds. Flow is shown in PCU/hr. Delay is shown in seconds.

The junction diagram reflects the last run of ARCADY.

2016 with Cttd Devt - 2016 with Cttd dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
2016 with Cttd Devt			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2016 with Cttd dev, AM	2016 with Cttd dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Resi Access Elmgrove School site	T-Junction	Two-way	A,B,C	7.66	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fitzalan Link North		Major
B	Elmgrove Site Access		Minor
C	Fitzalan Link South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	80.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.50										80	80

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	516.448	0.090	0.227	0.143	0.325
1	B-C	640.545	0.094	0.237	-	-
1	C-B	620.292	0.230	0.230	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	398.38	100.000
B	ONE HOUR	✓	19.00	100.000
C	ONE HOUR	✓	309.38	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To		
	A	B	C
From	A	0.000	5.380
	B	9.500	0.000
	C	304.000	5.380

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.50	0.00	0.50
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.005	1.148
	B	1.005	1.000	1.005
	C	1.125	1.005	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.500	14.760
	B	0.500	0.000	0.500
	C	12.500	0.500	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.05	8.70	0.05	A
C-A-B	0.01	5.35	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	14.30	14.18	0.00	480.10	0.030	0.03	7.763	A
C-A-B	5.86	5.82	0.00	707.87	0.008	0.01	5.328	A
C-A	227.06	227.06	0.00	-	-	-	-	-
A-B	4.05	4.05	0.00	-	-	-	-	-
A-C	295.87	295.87	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	17.08	17.05	0.00	461.94	0.037	0.04	8.132	A
C-AB	7.53	7.52	0.00	725.82	0.010	0.01	5.223	A
C-A	270.60	270.60	0.00	-	-	-	-	-
A-B	4.84	4.84	0.00	-	-	-	-	-
A-C	353.30	353.30	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	20.92	20.87	0.00	436.59	0.048	0.05	8.701	A
C-AB	10.18	10.16	0.00	750.84	0.014	0.02	5.097	A
C-A	330.46	330.46	0.00	-	-	-	-	-
A-B	5.92	5.92	0.00	-	-	-	-	-
A-C	432.70	432.70	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	20.92	20.92	0.00	436.59	0.048	0.05	8.703	A
C-AB	10.18	10.18	0.00	750.85	0.014	0.02	5.112	A
C-A	330.45	330.45	0.00	-	-	-	-	-
A-B	5.92	5.92	0.00	-	-	-	-	-
A-C	432.70	432.70	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	17.08	17.13	0.00	461.94	0.037	0.04	8.134	A
C-AB	7.54	7.55	0.00	725.83	0.010	0.01	5.259	A
C-A	270.59	270.59	0.00	-	-	-	-	-
A-B	4.84	4.84	0.00	-	-	-	-	-
A-C	353.30	353.30	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	14.30	14.34	0.00	480.10	0.030	0.03	7.769	A
C-AB	5.88	5.89	0.00	707.88	0.008	0.01	5.348	A
C-A	227.04	227.04	0.00	-	-	-	-	-
A-B	4.05	4.05	0.00	-	-	-	-	-
A-C	295.87	295.87	0.00	-	-	-	-	-

2016 with Cttd Devt - 2016 with Cttd Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
2016 with Cttd Devt			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2016 with Cttd Dev, RM	2016 with Cttd Dev	RM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Resi Access Elm Grove School site	T-Junction	Two-way	A,B,C	6.38	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fitzalan Link North		Major
B	Elm Grove Site Access		Minor
C	Fitzalan Link South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	80.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.50										80	80

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	516.448	0.090	0.227	0.143	0.325
1	B-C	640.545	0.094	0.237	-	-
1	C-B	620.292	0.230	0.230	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	326.00	100.000
B	ONE HOUR	✓	10.05	100.000
C	ONE HOUR	✓	340.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	10.000	316.000
	B	5.025	0.000	5.025
	C	330.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.03	0.97
	B	0.50	0.00	0.50
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.005	1.127
	B	1.005	1.000	1.005
	C	1.152	1.005	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.500	12.660
	B	0.500	0.000	0.500
	C	15.150	0.500	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.02	8.20	0.03	A
C-A-B	0.02	5.26	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	7.57	7.50	0.00	490.86	0.015	0.02	7.485	A
C-A-B	11.12	11.04	0.00	731.68	0.015	0.02	5.235	A
C-A	244.85	244.85	0.00	-	-	-	-	-
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	237.90	237.90	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	9.03	9.02	0.00	474.77	0.019	0.02	7.768	A
C-A-B	14.30	14.28	0.00	753.79	0.019	0.02	5.119	A
C-A	291.35	291.35	0.00	-	-	-	-	-
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	284.08	284.08	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	11.07	11.04	0.00	452.29	0.024	0.02	8.199	A
C-AB	19.34	19.31	0.00	784.23	0.025	0.03	4.986	A
C-A	355.01	355.01	0.00	-	-	-	-	-
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	347.92	347.92	0.00	-	-	-	-	-

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

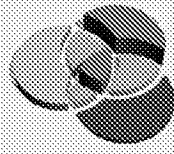
Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	11.07	11.06	0.00	452.28	0.024	0.03	8.199	A
C-AB	19.35	19.35	0.00	784.25	0.025	0.03	5.004	A
C-A	355.00	355.00	0.00	-	-	-	-	-
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	347.92	347.92	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	9.03	9.06	0.00	474.76	0.019	0.02	7.770	A
C-AB	14.32	14.35	0.00	753.81	0.019	0.02	5.159	A
C-A	291.33	291.33	0.00	-	-	-	-	-
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	284.08	284.08	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	7.57	7.58	0.00	490.84	0.015	0.02	7.485	A
C-AB	11.15	11.17	0.00	731.70	0.015	0.02	5.256	A
C-A	244.82	244.82	0.00	-	-	-	-	-
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	237.90	237.90	0.00	-	-	-	-	-



APPENDIX G

WEST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Wick with Toddington
District	Arun
Ward 2	Brookfield
District	Arun
Ward 3	Ham
District	Arun
Ward Tempro Factor 2009-2026	1.079093
District Tempro Factor 2009-2026	1.067644



west
sussex
county
council

Ward Finder

Postcode		Ward	
----------	--	------	--

Note:

No special provision need be made for visitors where at least half of the total parking provision as with a development is unallocated. In other circumstances, it may be appropriate to allow for add demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and nur Bedrooms is used this will need to be converted. A general guide for conversion is as follows but r some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Wa Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases c: values have been obtained using the nearest sized dwelling with same tenure and ward. For exam data is available for a private house with 1 room then data for a private house with 2 rooms has b: The Car Ownership Data is highlighted in purple where such an approach has been used. Where C: contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 Demand column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Flats	Council/Housing Association (not including shared ownership)	3	8
B	Houses	Council/Housing Association (not including shared ownership)	4	5
C	Flats	Private	3	4
D	Houses	Private	4	11
E	Houses	Private	5	36
F	Houses	Private	6	4
G				
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				68

ALLOCATED PARKING
Spaces (Per Unit)
0
2
2
2
2
2