Appendix 1

WSCC Highways Consultation Response and HTp Response Note

ARUN DISTRICT COUNCIL P/140/16/OUT

WEST SUSSEX COUNTY COUNCIL **DATE: 27th January 2017**
STRATEGIC PLANNING CONSULTATION

FROM: **Ian Gledhill** **TO:** **Arun District Council**
FAO: Clare Potts

SUBJECT: **P/140/16/OUT - Outline application for access only - mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floorspace, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open space & allotments with some matters reserved. This application is a departure from the Development plan**

Land South of Summer Lane & West of, Pagham Road, Pagham, West Sussex

DATE OF SITE VISIT: 24th January 2017

RECOMMENDATION:

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

1. The application is supported by way of a Transport Assessment (TA), Stage One Road Safety Audit (RSA), and Framework Travel Plan (FTP).

2. The application is also supported with an Addendum Transport Assessment (ATA). This looks at the cumulative capacity impacts of a number of proposed developments within the Pagham area. Comments are made separately on the ATA.

3. The scope of the TA and ATA has been discussed with West Sussex County Council in its role as Local Highway Authority (LHA).

Access

4. The site is to be served by two vehicle accesses onto Pagham Road, which in this location is subject to a 30mph speed limit. Both accesses take the form of priority junctions with right turning lanes. As part of pre application discussions, the applicant was informed that a formal design audit would be required. This should cover in detail what standards and guidance have been applied to the design of the accesses. No such audit has been submitted. This would be necessary.

5. Notwithstanding the need for this audit, the following comments would be made regarding the accesses.

6. In light of the posted speed limit and recorded vehicle speeds, the starting point for the design of the vehicular accesses should be Manual for Streets (MfS and MfS 2). MfS 2 provides further recommendations as to where and when right turning lanes should be used. This suggests that where traffic flows are low that junctions without right turn lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion. Whilst further comments are made below in terms of highway capacity, it is apparent from the summary capacity outputs that the two proposed accesses would operate well within capacity with very little queuing or delays on the major or minor arms. On this basis, it is questioned whether the highway works (that is the provision of right turning lanes) as shown are necessary.

7. It is recommended that an access arrangement based on two simple priority junctions is assessed in terms of capacity (by undertaking a further PICADY model) and safety (by way of a Stage One Road Safety Audit). Providing it can be demonstrated that simple priority junction would function acceptably, the LHA would be supportive of the right turning lanes being removed.

8. Stopping sight distances/visibility from the proposed access points have been based on the wet weather 85th percentile vehicle speeds rather than the posted speed limit. The use of 85th percentile speeds is an accepted means of determining SSD's for existing roads rather than using the posted speed limit.

9. The results of the speed survey are included. It's unclear exactly where the survey was undertaken. This is especially relevant given that distance between the two accesses, and therefore whether speeds recorded in one location are relevant to another. Irrespective of this, significantly greater SSDs than the 49 metres shown can be achieved at the northern access. At the southern access, the alignment of the existing carriageway restricts visibility to the north, although a distance of 90 metres is still achievable. The SSDs at both access points are achievable entirely within the public highway and/or land under the control of the applicant. It is accepted that adequate visibility can be achieved onto Pagham Road from both accesses.

10. For pedestrians, a number of 1.5 metre wide uncontrolled refuge islands are proposed along Pagham Road. 1.5 metre wide refuges would be quite narrow and would not be of sufficient width to allow a person pushing a buggy to wait in the centre of the carriageway. 2 metre wide refuges should be provided. Buildouts would also be necessary within the parking lay-by on the west side of Pagham Road to ensure that pedestrians are not crossing between parked vehicles.

11. As a further observation, the majority of pedestrian movements from existing residential areas are expected to arrive from the north. The refuge shown adjacent to the northern site access is therefore not on the desire-line for pedestrians.

12. Given the mix of uses within the northern part of the development, there is the expectation that these would generate a significant number of pedestrian crossing demands. No assessment appears to be included within the TA of the potential number of pedestrian movements associated with these and therefore whether the crossing arrangements proposed are suitable. In these respects during pre-application discussions, the LHA advised that a controlled crossing may be more appropriate to serve the school, local centre, and the dwellings in the northern part of the development. The form of crossing provision for the northern part of the development should be revisited.

13. In summary, there are various matters relating to vehicle and pedestrian access arrangements that require further consideration and/or amendment.

<u>Highway Capacity</u>

14. The TA details the anticipated vehicular trip generation arising from the development and where this will impact upon the local highway network. Vehicle trip generation for all uses within the development has been based upon TRICS. TRICS is a large database containing traffic surveys of other completed developments. The database can be refined so as to use only those completed development comparable to that proposed. It should be noted that TRICS has been used to estimate trip generation from the permitted scheme of 90 units on

land north of Summer Lane. The use of TRICS is an accepted means of estimating vehicular traffic arising from new developments.

15. For the residential uses, the TRICS assessment assumes a 400 unit, 100% private market all house development. In reality, the development will include an element of affordable dwellings and apartments. It is recognised that private market units generate more movements than affordable or flatted units. It is considered that trip generation used within the assessment is robust.

16. With the exceptions of the care home and the uses in the local centre, the trip rates for the residential and non-residential uses have been agreed as part of pre-application discussions for the TA or Addendum TA.

17. For the care home, a different trip rate to that included within the current TA was agreed as part of pre application discussions. The trip rate within the current TA is though greater than that previously proposed. For the local centre, the pre application submission included a trip rate for a food retail superstore whereas the application includes a convenience store. This change results in a different TRICS category being applied. Even so the trip rate for the convenience store is accepted given that this uses comparable selection parameters to other uses proposed. For the local shops, a higher trip rate is used to that within the pre-application enquiry.

18. The number of vehicle movements generated by each use within the development is set out in table 6.1 of the TA. It's noted that the number of trips as stated within the table however don't add up to the totals at the bottom of the table. For reference table 6.1 is summarised below with the totals corrected.

AM Network Peak Hour

Use	**Arrivals**	**Departures**	**Total**
Houses (Northern and South Accesses)	(25 + 33)58	(61 + 83) 144	202
Local Centre (Convenience Store)*	42	38	80
Local Centre (Local Shops)*	61	53	114
Care Home	5	3	8
Primary School (2FE)*	56	41	97
Totals	**222**	**279**	**501**

*without trip reduction

PM Network Peak Hour

Use	**Arrivals**	**Departures**	**Total**
Houses (Northern and South Accesses)	(51 + 69) 120	(30 + 41) 71	191
Local Centre (Convenience Store)*	57	54	111
Local Centre (Local Shops)*	50	89	141
Care Home	5	8	13
Primary School (2FE)*	15	16	31
Totals	**247**	**238**	**485**

*without trip reduction

19. Based upon the use of TRICS this proposal is anticipated to generate 501 movements (222 arrivals, 279 departures) in the AM network peak (8-9am) and 485 movements (247 arrivals, 238 departures) in the PM network peak (5-6pm).

20. The total number of trips generated in the AM and PM peaks should be viewed as a worst case. The LHA accept that the local centre and the primary school would generate relatively few new trips; these uses will simply provide a new destination and attract trips that would already be taking place. Trips to the local centre and school would in essence be diverted or transferred to this site instead of heading elsewhere. This would give rise to an increase in trips through junctions in the immediate vicinity of the site, but no increase would result on the wider network.
21. Whilst the proposed dwellings will generate entirely new trips, the trip rate for these will be for all journey purposes and not solely for employment reasons. Trips for education or retail purposes are therefore included within these. Local trips from new residents within the site would also more likely take place by non-motorised means with there being a degree of internalisation of trips.

22. The TA recognises this point and applies a 15% reduction to vehicle trips to the local centre and a 33% reduction to vehicle trips to the school. Whilst no justification is given to the percentages applied, that used for the local centre is potentially low. The school site, for example, is also likely to be required to meet demands from the development itself. The LHA consider the trip rates applied with these discounts to be overly robust with there being scope to reduce the trip rates applied. The following trip rates have been used within the capacity assessments.

AM Network Peak Hour

Use	**Arrivals**	**Departures**	**Total**
Houses (Northern and South Accesses)	(25 + 33)58	(61 + 83) 144	202
Local Centre (Convenience Store)*	36	32	68
Local Centre (Local Shops)*	52	45	97
Care Home	5	3	8
Primary School (2FE)^	37	27	64
Totals	**188**	**251**	**439**

*with trip reduction
^with 33% trip reduction

PM Network Peak Hour

Use	**Arrivals**	**Departures**	**Total**
Houses (Northern and South Accesses)	(51 + 69) 120	(30 + 41) 71	191
Local Centre (Convenience Store)*	49	46	95
Local Centre (Local Shops)*	42	76	118
Care Home	5	8	13
Primary School (2FE)^	10	11	21
Totals	**226**	**212**	**438**

*with 15% trip reduction
^with 33% trip reduction

23. These movements have been distributed onto the local highway network using a variety of means. For the residential, care home, and primary school the methods applied are acceptable (these rely on the use of Census Location of Place of Work data for existing residents or estimates based upon the location of existing housing). For these uses, the majority of trips are routed to and from the north.

24. For the retail uses, trips are assigned by way of existing traffic flow patterns. This assumes 58% of trips would arrive/depart to the north and 42% to the south.

This method, and the resultant traffic flow splits, is at odds with the approach applied to the other trips. The LHA would expect the majority of trips to arrive and leave to the north. As recognised elsewhere in this report, it is acknowledged that new retail facilities generate very few new trips; these instead provide an alternate destination for people to travel to. The retail use will therefore generate additional movements through junctions in the immediate vicinity of the site but no new movements over the network as a whole.

25. It is recommended that the approach to the local centre traffic is revisited in light of the trip rates applied and in terms of the distribution methodology. The consequences of a revised approach may then subsequently present a more realistic impact on the network.

26. Whilst the approach to local centre traffic should be revisited, the increase in traffic flows has been identified for a number of junctions. Formal capacity junction assessments, utilising industry accepted techniques, have then been undertaken at junctions where increased flows of 30 or more vehicles are anticipated to arise as a consequence of this development.

27. The capacity assessments have been undertaken in various scenarios to determine conditions in a base year (2017) and to determine conditions in a future year (2022) without and with development. The future years assessments include consented developments (namely 90 dwellings at land north of Summer Lane (P/58/15) and 40 dwellings at 241 Pagham Road (P/125/14)) that have not yet commenced.

28. An appropriate traffic growth rate has also been applied to the base year surveys using TEMPRO, which uses data from the National Trip End Model, to determine future traffic growth. It's unclear if this future year traffic takes account of the growth proposed within the draft Arun District Council Local Plan. This should be clarified as it may influence the growth rate applied. For those junctions within Chichester District a different growth rate may be appropriate.

29. No specific consideration is given within the TA to the application for 300 dwellings at Sefter Road (P/134/16). The National Planning Practice Guidance recognises the importance of assessing the combined impact of developments. It goes on to state that, 'it is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty this will proceed within the next 3 years)'. Neither, Sefter Road or south of Summer Lane are allocated in any planning policy nor do either sites benefit from planning permission. There is consequently no strict requirement for the current application to assess the impact of other unpermitted/unallocated developments. The current application is however supported by way of an Addendum TA. This specifically considers the cumulative impact of four potential development sites in Pagham. Comments are provided separately on this within the cumulative assessment section.

30. Although there are matters to be addressed, from the capacity modelling outputs it is apparent that even with the development the significant majority of junctions on the local highway network would continue to operate well within theoretical capacity. Two junctions are forecast to operate close to or over capacity with the proposed development. Both of these junctions are though forecast to be close or over capacity without the inclusion of the development traffic. The additional impact of the development should be viewed against this.

31. The B2166/Lower Bognor Road priority junction is anticipated to be operating over capacity in the AM network peak hour. Queues are anticipated to increase by 12 vehicles in the AM peak but delays per vehicle by 103 seconds. In the PM peak, whilst the junction is nearing capacity, the development is only giving rise to increased queues of 4 vehicles although delays per vehicle will increase by 60 seconds. In checking the inputs, there appears to be some differences between the turning counts included in appendix 21 and those included in the assessment (these differences appear specifically in the 2022 AM and PM without development scenarios with lower flows used on certain arms).

32. Capacity issues are also forecast at the signalised junction of Rose Green Road/Gossamer Lane/Nyetimber Lane/Grosvenor Gardens. However further clarification is required over the inputs used within the modelling; the outputs provided within appendix 22 of the TA are incompletely and do not include the LinSig stages diagrams or the link input data tables. From the information that has been provided, it would also appear that the pedestrian phases have not been included. The summary outputs are therefore viewed with a degree of caution.

33. In summary, there are a various matters that require further information. A separate distribution drawing for the wider area should also be provided that includes south of Summer Lane development only traffic; at present the distribution diagrams include combined base and development traffic.

Accessibility by Sustainable Modes

34. The TA includes an assessment of services and facilities within walking and cycling distances. This assessment applies maximum walking and cycling distances (of 2km and 5km) as set out within current national guidance. Using these, it's apparent that there are a number of services within reasonable distance of the site. Due consideration should also be given to the uses proposed within the development that again will assist in meeting the needs of future residents.

35. Limited consideration is given to the nature of existing routes for walking and in particular cycling trips. For walking at least, the site lies adjacent to an existing residential area that includes a continuous series of footways that are lit. There will be a need for pedestrians to cross Pagham Road. The matter of provision and type of crossings has been included in the above assessment.

36. For cycling, there are no specific dedicated facilities available. Even so for trips to the east (towards Bognor Regis), cyclists would need to make use of existing 30mph, lit, predominantly residential carriageways that have very little change in gradients. For northbound journeys towards Chichester route choice is limited with only the B2166 Lagness Road as an option. Again no dedicated facilities are provided for cyclists although part of this route is signed as the South Coast Cycle Route. Traffic flows and speed limits are though high.

37. With respects to cycling towards Chichester, there is a WSCC aspiration to secure a route from Pagham to Chichester via Sildesham. Such a link would then achieve a route using lightly trafficked roads or off-road tracks. This route would use existing public rights of way nos. 100, 104, and 106. These are all footpaths at present and there legal status would need to be changed to bridleways to allow cycling. The surfacing on parts of the route would also need to be improved.

38. The development proposes to safeguard an element of this link. This length falls within land under the control of the applicant. Whilst the completion of the link would then require works that appear to lay outside the control of the applicant, it would still be desirable for the applicant to use all reasonable endeavours to secure upgrading of the whole route. In the event, that the applicant cannot

achieve the necessary landowner consents to undertake works, a contribution should be made to WSCC to allow them to pursue the delivery of this route.

39. In summary, whilst gradients are flat, traffic conditions may not be such to encourage cycle based trips amongst certain groups especially towards Chichester. Distance may also be a restricting factor with there being few services within 5km. Based upon distance and traffic conditions, the LHA consider that cycling would be a realistic option for trips towards Bognor Regis. The provision of an off-road route would further increase the potential for trips towards Chichester.

40. The site lies adjacent to the no.600 bus route. This provides a 20 minute Monday to Saturday day time frequency towards either Chichester or Bognor Regis. Services continue into the evening and on Sundays but at hourly intervals. The frequency and journey duration is such that the bus could realistically replace the use of the car for some trips to Chichester or Bognor Regis.

41. Given the nature of the bus service, the applicant should consider what infrastructure improvements could be delivered to further encourage the use of the bus. This could include real time information or improved passenger waiting facilities. The applicant should note that the LHA do not adopt bus shelters; any agreement on the provision and future maintenance of these should be made with the District or Parish Council.

42. A framework travel plan is provided within the TA. The submitted plan is light on details, particularly in connection with measures to encourage modal shift. This could include vouchers or discounts for residents for sustainable transport modes; the provision of information alone is not anticipated to generate the trip reductions referred to. It is a WSCC requirement for the 12 hour (7am to 7pm) vehicle trip rate to be reduced by 10%. The travel plan should also be monitored using TRICS Standard Assessment Methodology.

43. Paragraph 29 of the National Planning Policy Framework states that the transport system needs to be balance in favour of sustainable transport modes giving people a real choice about how they travel. Paragraph 35 goes on to advise that developments hould be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities. In principle, the LHA are satisfied that the location of the development would give future residents a realistic choice about how they choose to travel without there being a reliance upon the use of the private car.

<u>Layout</u>

44. The application form indicates that new adoptable highway is to be provided as part of this development. As only matters of access are to be approved at this stage, the layout plans are taken as indicative and subject to change as part of any reserved matters submission. The following observations would be made on the plan submitted,

- As part of the reserved matters, a plan showing the likely areas to be adopted should be provided.
- A link for non-motorised road users should be provided to the permitted development on land north of Summer Lane. This should be conveniently located to provide as direct a link as possible to the proposed school/local centre.
- In connection with the above point, an internal unsegregated cycle route should be provided between the northern and southern parts of the proposed development. This could simply involve the widening of the proposed footway shown within the development that runs parallel to Pagham Road. This link

should then provide an onward connection through to the permitted development on land north of Summer Lane.

- Parking for the various uses would need to be demonstrated as complying with the relevant parking standards and guidance. This should include the provision of adequate space to enable dropping off/picking up associated with the school.
- Where-ever possible private parking should be served from the ends of turning heads. This then deters parking from occurring within areas provided for turning.
- Footways should be provided onto Pagham Road alongside the two vehicular accesses. This may require additional lengths of footway along Pagham Road to connect to the proposed crossing points.
- Some form of traffic management should be provided along the access road adjacent to the school given the straight alignment.

Conclusion

45. There are a number of additional matters that require further information. In summary these are,

- Reconsider the proposed junction arrangement and investigate the removal of the right turning lanes.
- Consider and alter the pedestrian crossings across Pagham Road to the development. This may require the widening of the refuges shown or the provision of an alternative form of crossing to serve the local centre/northern residential development.
- Revise the approach (trip generation and distribution) applied to the modelling of the local centre traffic.
- Provide development only traffic flow diagrams.
- Revisit the TEMPRO growth and amend as necessary to suit housing and employment growth within the draft Arun Local Plan. And apply a suitable growth rate for junctions within Chichester District.
- Remodel the signalised junction at Rose Green Road/Gossamer Lane/Nyetimber Lane/Grosvenor Gardens to reflect the actual arrangement of this junction and provide the full LinSig modelling outputs.
- Identify what rights of way or public transport infrastructure improvements may be feasible.

Cumulative Impacts of Developments in Pagham

46. Notwithstanding the comments above, an Addendum TA has been provided in support of this application. This reviews the cumulative impact of the current application along with others at Sefter Road (280 dwellings, Hook Lane (300 dwellings, and a second site at Sefter Road (60 dwellings). Other uses are proposed on these developments, including schools and care homes. The ATA also includes the permitted developments on land north of Summer Lane (P/58/15) and 241 Pagham Road (P/125/15).

47. The LHA notes that none of the developments included within the AT form part of any wider allocations within any made local or neighbourhood plan. None of these sites, with the exception of P/58/15 and P/125/15 as yet benefit from planning permission. In light of these there is no requirement for the assessment to take the unallocated/unpermitted developments into account.

48. The scope of the ATA has been discussed with the LHA. Certain elements of this have been agreed, either as part of the discussion for the TA covering the south of Summer Lane site or as part of the current ATA. There are elements of the ATA however that do not accord with the request of the LHA. This includes,

49. The need to undertake a future year assessment based upon the horizon year of the Local Plan (2031). The ATA extends only as far as 2027 at present.

- A requirement to include a future year scenario using all growth planned over the Local Plan period. At present, scenarios are included that account for a base year (without the proposed development) and a with the Pagham developments scenario. Whilst these scenarios are accepted, a further all LP development should be provided. This will then specifically demonstrate what the impact of the Pagham developments are against that included in the LP and background traffic growth.

- Linked to the above, the TEMPRO growth rate should be based upon the LP with alternative assumptions applied to ensure no double counting of the Pagham sites (either proposed or permitted).

- Appropriate TEMPRO growth rates should be applied for those junctions within Chichester District.

- As noted for the review of the TA for Summer Lane, certain aspects of the development (most notably those included in the local centre and the school) over-estimate trip generation over the wider network. These aspects are perhaps overly robust. There is consequently scope to alter the approach applied to these.

50. Although there are elements of the ATA that need to be amended, the future year capacity assessment indicates that the majority of local junctions would operate within theoretical capacity in the future year with the proposed development. There are two junctions however where potential capacity issues may occur. These junctions are that of the B2166/Lower Bognor Road (a priority junction) and the traffic signals at Nyetimber Lane/Grosvenor Gardens.

51. It's acknowledged that both of these junctions are forecast to be operating over capacity in the future without accounting for the developments in Pagham. The proposed developments however increase queues and delays significantly during the peak period. The developments should therefore be identifying potential junction improvements and proportionately contributing towards the delivery of these.

52. The LHA acknowledge the benefit of the cumulative assessment. The details of this however need to be further refined and agreed.

Ian Gledhill
Strategic Planning

RESPONSE TO WSCC HIGHWAYS CONSULTATION RESPONSE

PROJECT: Pagham South, Pagham

CONSULTATION RESPONSE DATE: 27th January 2017

REF.: P/140/16/OUT

Land South of Summer Lane & West of, Pagham Road, Pagham, West Sussex

Outline application for access only - mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floorspace, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open space & allotments with some matters reserved. This application is a departure from the Development plan

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Access

4. The site is to be served by two vehicle accesses onto Pagham Road, which in this location is subject to a 30mph speed limit. Both accesses take the form of priority junctions with right turning lanes. As part of pre application discussions, the applicant was informed that a formal design audit would be required. This should cover in detail what standards and guidance have been applied to the design of the accesses. No such audit has been submitted. This would be necessary.

A design audit has been discussed with the highway officer and is provided as Appendix 16 to TA/Revision A.

Reasoning for provision: Local perception – local residents asked for these to be provided at the public consultation and this was also requested at the Parish Council meeting attended by Arun Member.

It was discussed with the highway officer that a recommendation for refusal would not be placed on the application, however WSCC officers would prefer to not have a ghost right turn lane on the southern access. It has been agreed that this can be removed, but that the pedestrian refuge islands are to remain to facilitate pedestrian crossing movements. Therefore revised drawing HTp/1616/02/H issued to WSCC on 10/02/17, agreed as acceptable subject to receipt of Design Audit.

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5. Notwithstanding the need for this audit, the following comments would be made regarding the accesses.

6. In light of the posted speed limit and recorded vehicle speeds, the starting point for the design of the vehicular accesses should be Manual for Streets (MfS and MfS 2). MfS 2 provides further recommendations as to where and when right turning lanes should be used. This suggests that where traffic flows are low that junctions without right turn lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion. Whilst further comments are made below in terms of highway capacity, it is apparent from the summary capacity outputs that the two proposed accesses would operate well within capacity with very little queuing or delays on the major or minor arms. On this basis, it is questioned whether the highway works (that is the provision of right turning lanes) as shown are necessary.

7. It is recommended that an access arrangement based on two simple priority junctions is assessed in terms of capacity (by undertaking a further PICADY model) and safety (by way of a Stage One Road Safety Audit). Providing it can be demonstrated that simple priority junction would function acceptably, the LHA would be supportive of the right turning lanes being removed.

8. Stopping sight distances/visibility from the proposed access points have been based on the wet weather 85th percentile vehicle speeds rather than the posted speed limit. The use of 85th percentile speeds is an accepted means of determining SSD's for existing roads rather than using the posted speed limit.

9. The results of the speed survey are included. It's unclear exactly where the survey was undertaken. This is especially relevant given that distance between the two accesses, and therefore whether speeds recorded in one location are relevant to another. Irrespective of this, significantly greater SSDs than the 49 metres shown can be achieved at the northern access. At the southern access, the alignment of the existing carriageway restricts visibility to the north, although a distance of 90 metres is still achievable. The SSDs at both access points are achievable entirely within the public highway and/or land under the control of the applicant. It is accepted that adequate visibility can be achieved onto Pagham Road from both accesses.

   Survey locations issued to the highway officer on 31/01/17 and included in TA/01/A. It was agreed that the 90m visibility (DMRB measurement) can be achieved from both site accesses to either direction, and a visibility splay plan was issued (HTp/1616/10) demonstrating that even with a bus parked in the bus layby adjacent to the northern access, a 90m visibility splay can still be achieved.

10. For pedestrians, a number of 1.5 metre wide uncontrolled refuge islands are proposed along Pagham Road. 1.5 metre wide refuges would be quite narrow and would not be of sufficient width to allow a person pushing a buggy to wait in the centre of the carriageway. 2 metre wide refuges should be provided. Buildouts would also be necessary within the parking lay-by on the west side of Pagham Road to ensure that pedestrians are not crossing between parked vehicles.

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Revised drawings (HTp/1616/01/G and HTp/1616/02/G) issued to the highway officer on 31/01/17 with 2.0m wide pedestrian refuges and highlighting build-outs within the on-street parking areas to assist pedestrian crossing movements; agreed with the highway officer as acceptable and included in TA/01/A.

11. As a further observation, the majority of pedestrian movements from existing residential areas are expected to arrive from the north. The refuge shown adjacent to the northern site access is therefore not on the desire-line for pedestrians.

It is not accepted that the majority of pedestrian movements would come from the north on Pagham Road, as local centre facilities and schools are located throughout Pagham, particularly to the north of the site. Furthermore, pedestrians can also choose the route(s) through to the site from Summer Lane, as shown on the Masterplan (ref: DLA.1731.L003.RevB).

Notwithstanding this, an uncontrolled dropped-kerb pedestrian crossing point with tactile paving had previously been provided by the village hall as part of the access strategy, to the north of the site. This has subsequently been discussed and agreed with IG.

12. Given the mix of uses within the northern part of the development, there is the expectation that these would generate a significant number of pedestrian crossing demands. No assessment appears to be included within the TA of the potential number of pedestrian movements associated with these and therefore whether the crossing arrangements proposed are suitable. In these respects during pre-application discussions, the LHA advised that a controlled crossing may be more appropriate to serve the school, local centre, and the dwellings in the northern part of the development. The form of crossing provision for the northern part of the development should be revisited.

It is considered that the pedestrian refuge crossing points are suitable to accommodate the likely level of pedestrian demand over Pagham Road, particularly in consideration of the low traffic flows on Pagham Road past the site frontage. This has been agreed with WSCC. Notwithstanding this, the proximity of driveways on Pagham Road and the likely impact on local residents' amenity value result in the provision of a controlled crossing not being possible, even a zebra crossing would be unsuitable due to the restrictions. A plan indicating the location of the private driveways on Pagham Road in the vicinity of the access points has been provided in the revised TA (TA/01/A).

A TRICS assessment using the agreed multi-modal data for residential land uses has been provided in TA/01/A.

13. In summary, there are various matters relating to vehicle and pedestrian access arrangements that require further consideration and/or amendment.

ARUN DISTRICT COUNCIL P/140/16/OUT

Highway Capacity

14. The TA details the anticipated vehicular trip generation arising from the development and where this will impact upon the local highway network. Vehicle trip generation for all uses within the development has been based upon TRICS. TRICS is a large database containing traffic surveys of other completed developments. The database can be refined so as to use only those completed development comparable to that proposed. It should be noted that TRICS has been used to estimate trip generation from the permitted scheme of 90 units on land north of Summer Lane. The use of TRICS is an accepted means of estimating vehicular traffic arising from new developments.

15. For the residential uses, the TRICS assessment assumes a 400 unit, 100% private market all house development. In reality, the development will include an element of affordable dwellings and apartments. It is recognised that private market units generate more movements than affordable or flatted units. It is considered that trip generation used within the assessment is robust.

16. With the exceptions of the care home and the uses in the local centre, the trip rates for the residential and non-residential uses have been agreed as part of pre-application discussions for the TA or Addendum TA.

17. For the care home, a different trip rate to that included within the current TA was agreed as part of pre application discussions. The trip rate within the current TA is though greater than that previously proposed. For the local centre, the pre application submission included a trip rate for a food retail superstore whereas the application includes a convenience store. This change results in a different TRICS category being applied. Even so the trip rate for the convenience store is accepted given that this uses comparable selection parameters to other uses proposed. For the local shops, a higher trip rate is used to that within the pre-application enquiry.

18. The number of vehicle movements generated by each use within the development is set out in table 6.1 of the TA. It's noted that the number of trips as stated within the table however don't add up to the totals at the bottom of the table. For reference table 6.1 is summarised below with the totals corrected.

AM Network Peak Hour

Use	**Arrivals**	**Departures**	**Total**
Houses (Northern and South Accesses)	(25 + 33)58	(61 + 83) 144	202
Local Centre (Convenience Store)*	42	38	80
Local Centre (Local Shops)*	61	53	114
Care Home	5	3	8
Primary School (2FE)*	56	41	97
Totals	**222**	**279**	**501**

*without trip reduction

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PM Network Peak Hour

Use	Arrivals	Departures	Total
Houses (Northern and South Accesses)	(51 + 69) 120	(30 + 41) 71	191
Local Centre (Convenience Store)*	57	54	111
Local Centre (Local Shops)*	50	89	141
Care Home	5	8	13
Primary School (2FE)*	15	16	31
Totals	**247**	**238**	**485**

*without trip reduction/

19. Based upon the use of TRICS this proposal is anticipated to generate 501 movements (222 arrivals, 279 departures) in the AM network peak (8-9am) and 485 movements (247 arrivals, 238 departures) in the PM network peak (5-6pm).

20. The total number of trips generated in the AM and PM peaks should be viewed as a worst case. The LHA accept that the local centre and the primary school would generate relatively few new trips; these uses will simply provide a new destination and attract trips that would already be taking place. Trips to the local centre and school would in essence be diverted or transferred to this site instead of heading elsewhere. This would give rise to an increase in trips through junctions in the immediate vicinity of the site, but no increase would result on the wider network.

21. Whilst the proposed dwellings will generate entirely new trips, the trip rate for these will be for all journey purposes and not solely for employment reasons. Trips for education or retail purposes are therefore included within these. Local trips from new residents within the site would also more likely take place by non-motorised means with there being a degree of internalisation of trips.

22. The TA recognises this point and applies a 15% reduction to vehicle trips to the local centre and a 33% reduction to vehicle trips to the school. Whilst no justification is given to the percentages applied, that used for the local centre is potentially low. The school site, for example, is also likely to be required to meet demands from the development itself. The LHA consider the trip rates applied with these discounts to be overly robust with there being scope to reduce the trip rates applied. The following trip rates have been used within the capacity assessments.

AM Network Peak Hour

Use	Arrivals	Departures	Total
Houses (Northern and South Accesses)	(25 + 33)58	(61 + 83) 144	202
Local Centre (Convenience Store)*	36	32	68
Local Centre (Local Shops)*	52	45	97
Care Home	5	3	8
Primary School (2FE)^	37	27	64
Totals	**188**	**251**	**439**

*with trip reduction
^with 33% trip reduction

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PM Network Peak Hour

Use	Arrivals	Departures	Total
Houses (Northern and South Accesses)	(51 + 69) 120	(30 + 41) 71	191
Local Centre (Convenience Store)*	49	46	95
Local Centre (Local Shops)*	42	76	118
Care Home	5	8	13
Primary School (2FE)^	10	11	21
Totals	**226**	**212**	**438**

*with 15% trip reduction
^with 33% trip reduction

The discounts used in the assessment were deliberately cautious. However, these have been reviewed and agreed with the highway officer and updated in the revised TA (TA/01/A). Census data, research reports and local education calculations have be used as a base point.

23. These movements have been distributed onto the local highway network using a variety of means. For the residential, care home, and primary school the methods applied are acceptable (these rely on the use of Census Location of Place of Work data for existing residents or estimates based upon the location of existing housing). For these uses, the majority of trips are routed to and from the north.

24. For the retail uses, trips are assigned by way of existing traffic flow patterns. This assumes 58% of trips would arrive/depart to the north and 42% to the south. This method, and the resultant traffic flow splits, is at odds with the approach applied to the other trips. The LHA would expect the majority of trips to arrive and leave to the north. As recognised elsewhere in this report, it is acknowledged that new retail facilities generate very few new trips; these instead provide an alternate destination for people to travel to. The retail use will therefore generate additional movements through junctions in the immediate vicinity of the site but no new movements over the network as a whole.

25. It is recommended that the approach to the local centre traffic is revisited in light of the trip rates applied and in terms of the distribution methodology. The consequences of a revised approach may then subsequently present a more realistic impact on the network.

The distribution methodology for local centre trips was discussed and subsequently agreed as a fair representation at the site accesses due to location of existing local centre facilities in Pagham. However, it was further agreed with WSCC that the catchment area would subsequently reduce. This has been included for within TA/01/A.

26. Whilst the approach to local centre traffic should be revisited, the increase in traffic flows has been identified for a number of junctions. Formal capacity junction assessments, utilising industry accepted techniques, have then been undertaken at junctions where increased flows of 30 or more vehicles are anticipated to arise as a consequence of this development.

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27. The capacity assessments have been undertaken in various scenarios to determine conditions in a base year (2017) and to determine conditions in a future year (2022) without and with development. The future years assessments include consented developments (namely 90 dwellings at land north of Summer Lane (P/58/15) and 40 dwellings at 241 Pagham Road (P/125/14)) that have not yet commenced.

28. An appropriate traffic growth rate has also been applied to the base year surveys using TEMPRO, which uses data from the National Trip End Model, to determine future traffic growth. It's unclear if this future year traffic takes account of the growth proposed within the draft Arun District Council Local Plan. This should be clarified as it may influence the growth rate applied. For those junctions within Chichester District a different growth rate may be appropriate.

It is considered that this uplift in growth rate for Arun will not be required as part of the revised TA for the Pagham South site as this report focused on the local highway network, and the Pagham highway network is effectively contained to Pagham traffic. However, a further review of the growth rates was subsequently carried out.

It was agreed that the growth rates would be reviewed in line with the revised Arun Local Plan uplift in housing supply as part of the impact assessments on the strategic network.

29. No specific consideration is given within the TA to the application for 300 dwellings at Sefter Road (P/134/16). The National Planning Practice Guidance recognises the importance of assessing the combined impact of developments. It goes on to state that, 'it is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty this will proceed within the next 3 years)'. Neither, Sefter Road or south of Summer Lane are allocated in any planning policy nor do either sites benefit from planning permission. There is consequently no strict requirement for the current application to assess the impact of other unpermitted/unallocated developments. The current application is however supported by way of an Addendum TA. This specifically considers the cumulative impact of four potential development sites in Pagham. Comments are provided separately on this within the cumulative assessment section.

30. Although there are matters to be addressed, from the capacity modelling outputs it is apparent that even with the development the significant majority of junctions on the local highway network would continue to operate well within theoretical capacity. Two junctions are forecast to operate close to or over capacity with the proposed development. Both of these junctions are though forecast to be close or over capacity without the inclusion of the development traffic. The additional impact of the development should be viewed against this.

ARUN DISTRICT COUNCIL P/140/16/OUT

31. The B2166/Lower Bognor Road priority junction is anticipated to be operating over capacity in the AM network peak hour. Queues are anticipated to increase by 12 vehicles in the AM peak but delays per vehicle by 103 seconds. In the PM peak, whilst the junction is nearing capacity, the development is only giving rise to increased queues of 4 vehicles although delays per vehicle will increase by 60 seconds. In checking the inputs, there appears to be some differences between the turning counts included in appendix 21 and those included in the assessment (these differences appear specifically in the 2022 AM and PM without development scenarios with lower flows used on certain arms).

The flows have been checked and updated in the models as part of the revised TA/01 package.

32. Capacity issues are also forecast at the signalised junction of Rose Green Road/Gossamer Lane/Nyetimber Lane/Grosvenor Gardens. However further clarification is required over the inputs used within the modelling; the outputs provided within appendix 22 of the TA are incompletely and do not include the LinSig stages diagrams or the link input data tables. From the information that has been provided, it would also appear that the pedestrian phases have not been included. The summary outputs are therefore viewed with a degree of caution.

The modelling of this junction has been reviewed as part of the revised Transport Assessment, and full LINSIG modelling reports included within the relevant Appendix.

33. In summary, there are a various matters that require further information. A separate distribution drawing for the wider area should also be provided that includes south of Summer Lane development only traffic; at present the distribution diagrams include combined base and development traffic.

The revised Transport Assessment will include all relevant flow diagrams.

Accessibility by Sustainable Modes

34. The TA includes an assessment of services and facilities within walking and cycling distances. This assessment applies maximum walking and cycling distances (of 2km and 5km) as set out within current national guidance. Using these, it's apparent that there are a number of services within reasonable distance of the site. Due consideration should also be given to the uses proposed within the development that again will assist in meeting the needs of future residents.

35. Limited consideration is given to the nature of existing routes for walking and in particular cycling trips. For walking at least, the site lies adjacent to an existing residential area that includes a continuous series of footways that are lit. There will be a need for pedestrians to cross Pagham Road. The matter of provision and type of crossings has been included in the above assessment.

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36. For cycling, there are no specific dedicated facilities available. Even so for trips to the east (towards Bognor Regis), cyclists would need to make use of existing 30mph, lit, predominantly residential carriageways that have very little change in gradients. For northbound journeys towards Chichester route choice is limited with only the B2166 Lagness Road as an option. Again no dedicated facilities are provided for cyclists although part of this route is signed as the South Coast Cycle Route. Traffic flows and speed limits are though high.

37. With respects to cycling towards Chichester, there is a WSCC aspiration to secure a route from Pagham to Chichester via Sildesham. Such a link would then achieve a route using lightly trafficked roads or off-road tracks. This route would use existing public rights of way nos. 100, 104, and 106. These are all footpaths at present and there legal status would need to be changed to bridleways to allow cycling. The surfacing on parts of the route would also need to be improved.

To date the developer has investigated the possibility of providing the full cycle link, but they do not own all the land.

38. The development proposes to safeguard an element of this link. This length falls within land under the control of the applicant. Whilst the completion of the link would then require works that appear to lay outside the control of the applicant, it would still be desirable for the applicant to use all reasonable endeavours to secure upgrading of the whole route. In the event, that the applicant cannot achieve the necessary landowner consents to undertake works, a contribution should be made to WSCC to allow them to pursue the delivery of this route.

The developer has made best endeavours to secure the link where it falls on land outside their control. The developer can deliver a link on land within their control.

39. In summary, whilst gradients are flat, traffic conditions may not be such to encourage cycle based trips amongst certain groups especially towards Chichester. Distance may also be a restricting factor with there being few services within 5km. Based upon distance and traffic conditions, the LHA consider that cycling would be a realistic option for trips towards Bognor Regis. The provision of an off-road route would further increase the potential for trips towards Chichester.

40. The site lies adjacent to the no.600 bus route. This provides a 20 minute Monday to Saturday day time frequency towards either Chichester or Bognor Regis. Services continue into the evening and on Sundays but at hourly intervals. The frequency and journey duration is such that the bus could realistically replace the use of the car for some trips to Chichester or Bognor Regis.

41. Given the nature of the bus service, the applicant should consider what infrastructure improvements could be delivered to further encourage the use of the bus. This could include real time information or improved passenger waiting facilities. The applicant should note that the LHA do not adopt bus shelters; any agreement on the provision and future maintenance of these should be made with the District or Parish Council.

The level of bus contributions is to form part of the S106 negotiations, which have been outlined for discussion in TA/01/A, and bus travel vouchers have been included within the Residential Travel Plan.

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42. A framework travel plan is provided within the TA. The submitted plan is light on details, particularly in connection with measures to encourage modal shift. This could include vouchers or discounts for residents for sustainable transport modes; the provision of information alone is not anticipated to generate the trip reductions referred to. It is a WSCC requirement for the 12 hour (7am to 7pm) vehicle trip rate to be reduced by 10%. The travel plan should also be monitored using TRICS Standard Assessment Methodology.

Agreed that the provision of cycle discount vouchers and bus travel vouchers will be included for within the Residential Travel Plan. The Travel Plan has been reviewed as part of TA/01/A.

43. Paragraph 29 of the National Planning Policy Framework states that the transport system needs to be balance in favour of sustainable transport modes giving people a real choice about how they travel. Paragraph 35 goes on to advise that development should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities. In principle, the LHA are satisfied that the location of the development would give future residents a realistic choice about how they choose to travel without there being a reliance upon the use of the private car.

Layout

44. The application form indicates that new adoptable highway is to be provided as part of this development. As only matters of access are to be approved at this stage, the layout plans are taken as indicative and subject to change as part of any reserved matters submission. The following observations would be made on the plan submitted,

- As part of the reserved matters, a plan showing the likely areas to be adopted should be provided.

  Agreed.

- A link for non-motorised road users should be provided to the permitted development on land north of Summer Lane. This should be conveniently located to provide as direct a link as possible to the proposed school/local centre.

  The links between the Pagham South site and the committed development on land north of Summer Lane has been made clearer on the revised Masterplan (DLA.1731.L003.Rev.B).

- In connection with the above point, an internal unsegregated cycle route should be provided between the northern and southern parts of the proposed development. This could simply involve the widening of the proposed footway shown within the development that runs parallel to Pagham Road. This link should then provide an onward connection through to the permitted development on land north of Summer Lane.

  One of the footpaths shown has been converted to a non-motorised user shared surface in order to accommodate cyclist desire lines.

  Furthermore, a cycle link has also been shown on this plan to the Scout Hut, to the south of the site.

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- Parking for the various uses would need to be demonstrated as complying with the relevant parking standards and guidance. This should include the provision of adequate space to enable dropping off/picking up associated with the school.

  Noted.

- Where-ever possible private parking should be served from the ends of turning heads. This then deters parking from occurring within areas provided for turning.

  Noted.

- Footways should be provided onto Pagham Road alongside the two vehicular accesses. This may require additional lengths of footway along Pagham Road to connect to the proposed crossing points.

  It was discussed and agreed with the highway officer that generally the footways proposed north-south parallel to Pagham Road would be provided on the site side of a tree buffer, which was requested as part of public consultation, but that footway provision would also be included around the bellmouth of the access junctions to facilitate movement. This has been provided on plans HTp/10616/01/H and HTp/1616/02/H and agreed with IG.

- Some form of traffic management should be provided along the access road adjacent to the school given the straight alignment.

  Noted – it is considered that this can form part of the reserved matters once the school has been confirmed.

Conclusion

45. There are a number of additional matters that require further information. In summary these are,

- Reconsider the proposed junction arrangement and investigate the removal of the right turning lanes.
- Consider and alter the pedestrian crossings across Pagham Road to the development. This may require the widening of the refuges shown or the provision of an alternative form of crossing to serve the local centre/northern residential development.
- Revise the approach (trip generation and distribution) applied to the modelling of the local centre traffic.
- Provide development only traffic flow diagrams.
- Revisit the TEMPRO growth and amend as necessary to suit housing and employment growth within the draft Arun Local Plan. And apply a suitable growth rate for junctions within Chichester District.
- Remodel the signalised junction at Rose Green Road/Gossamer Lane/Nyetimber Lane/Grosvenor Gardens to reflect the actual arrangement of this junction and provide the full LinSig modelling outputs.
- Identify what rights of way or public transport infrastructure improvements may be feasible.

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Appendix 2

Illustrative Masterplan

ARUN DISTRICT COUNCIL P/140/16/OUT

N

Potential Cycle Route to Honer Lane

Phase 1 West Link

Phase 1 East Link

Fp100

LAP

Summer Lane

LEAP

Cycle Route and Pedestrian Link

Permitted ANOGS

Village Hall

Portsmouth Road

NEAP

Village Centre

Links to Existing Bus Stops

Care Home

Primary School

Fp101

Cycle Route and Pedestrian Link

LAP

LEAP

Links to Existing Bus Stops

Cycle Route and Pedestrian Link

Scout Hut & Open Space

Allotments

25m 100m

0m

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On behalf of: HANBURY

Produced by:
DAVIESLANDSCAPE
ARCHITECTS
Suite F1, Stroud House, Russell Street, Stroud, Gloucestershire, GU5 3AN
t: 01453 760330 e: info@d-la.co.uk w: www.d-la.co.uk

PROJECT:
Proposed Mixed Use Development at Pagham South

DRAWING TITLE:
Illustrative Block Plan

DATE: February 2017 SCALE: 1:2500@A3

REPORT REFERENCE: DLA.1731.L003.09.Rev B

V:\Server DATA\1731 Pagham Phase 2\Landscape\Drawings\Planning\L003.09\Rev B - Illustrative Block Plan.Rev B.CDR

Appendix 3

Highway Record Plans

ARUN DISTRICT COUNCIL P/140/16/OUT



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Scale: 1:2,500

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Local Development
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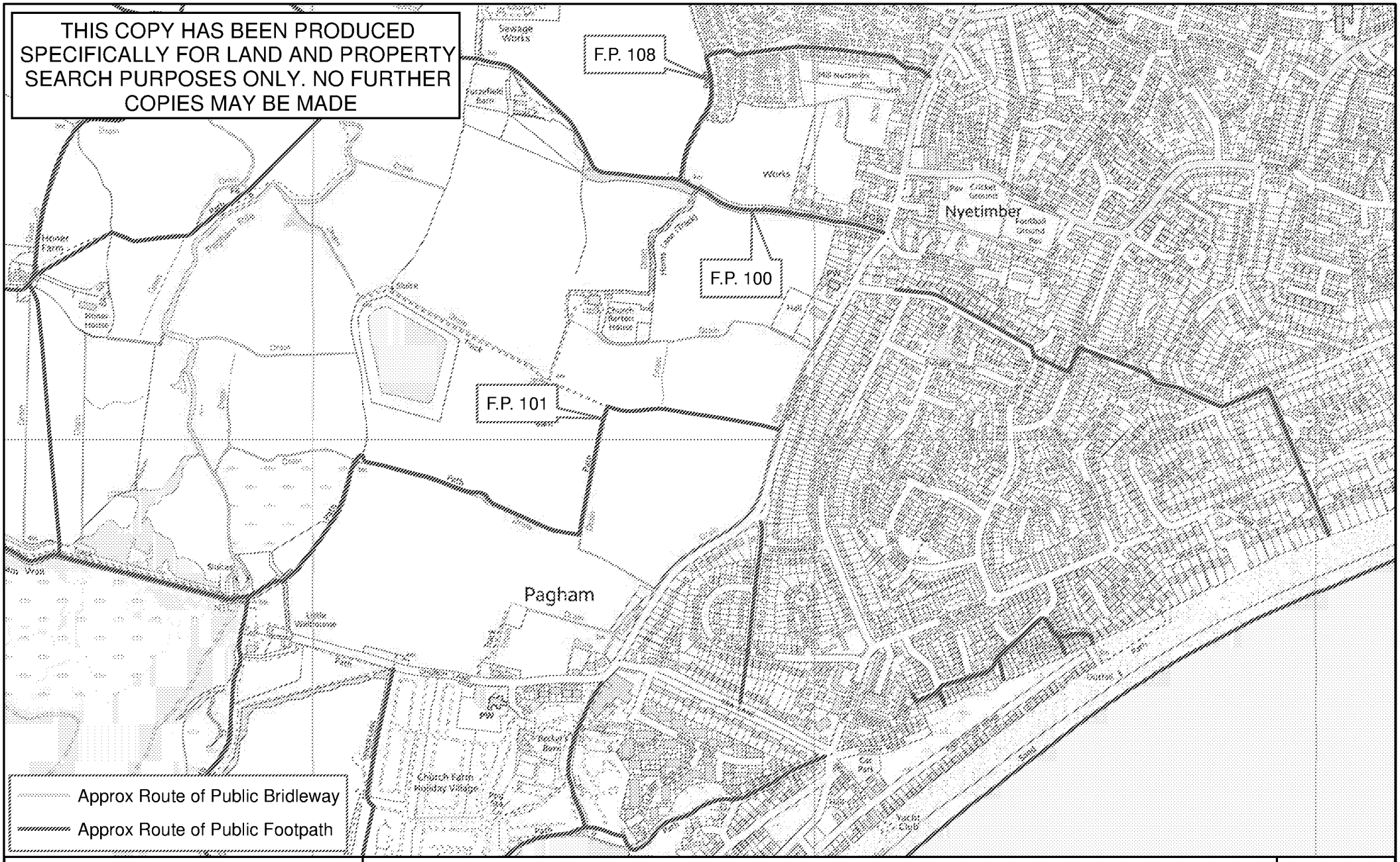
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HWB - Land at Pagham Road, Pagham

Local Development

f1

1:10,000

Appendix 4

Pagham Harbour Cycle Route Plan

ARUN DISTRICT COUNCIL P/140/16/OUT



Chichester District Council

Pagham Harbour Cycle Route

03 Nov 2009

D Garrigan

0 0.15 0.3 0.6 0.9 Miles

Pagham Route

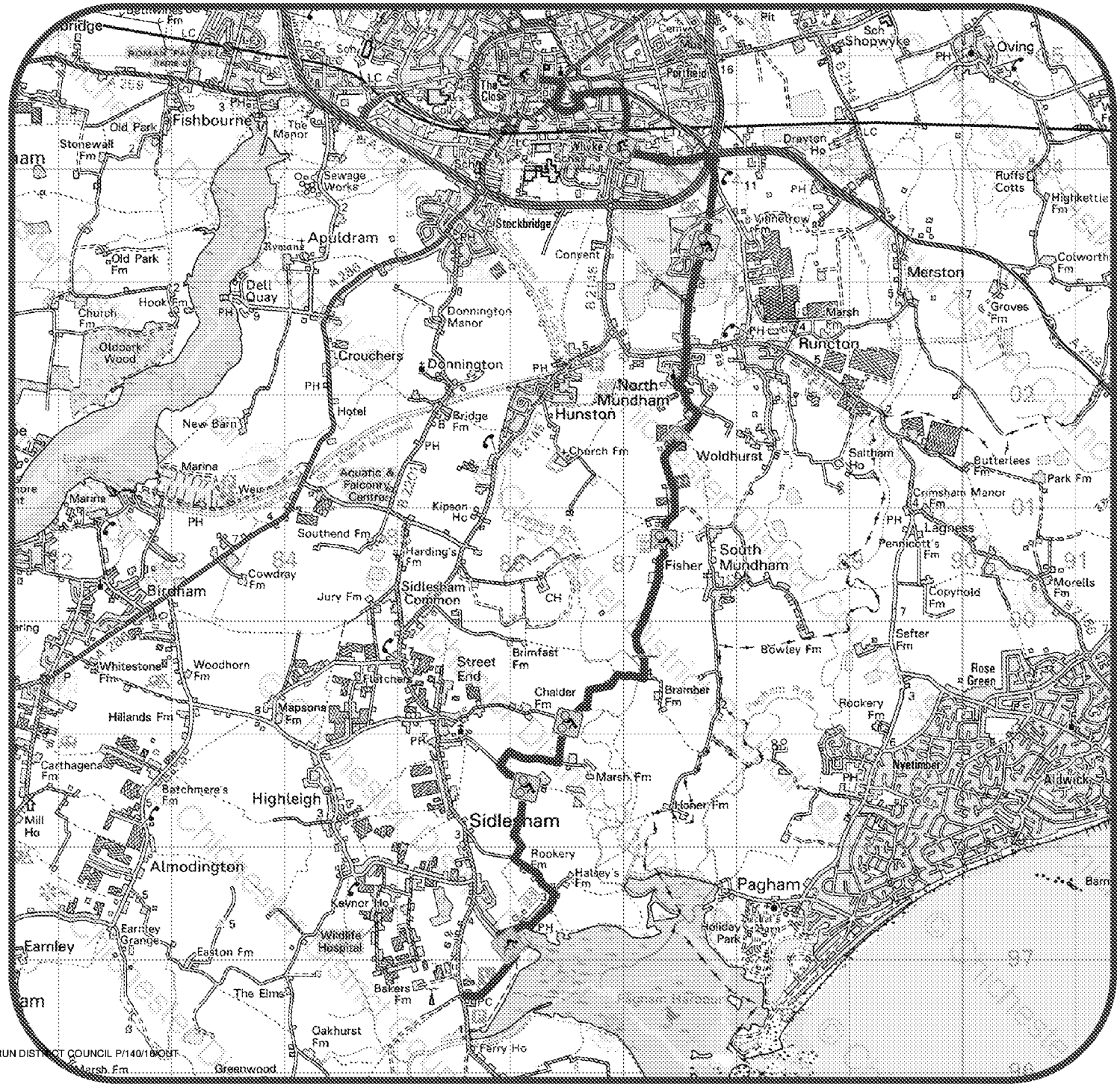
Difficulty:

Distance: 26 Km

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ARUN DISTRICT COUNCIL P/140/18/OUT

Appendix 5

Bus Route 600 Timetable and Route Map

ARUN DISTRICT COUNCIL P/140/16/OUT

welcome

to your guide to Stagecoach buses in and around Bognor Regis. Whether you're going to work, college or the shops, we think you'll find them easy and convenient. Smart, comfortable buses run up to ***every 10 minutes*** during the day (and up to ***every 30 minutes*** on Sundays). They are easy to get on and off and have a step-free entrance, perfect for buggies too.

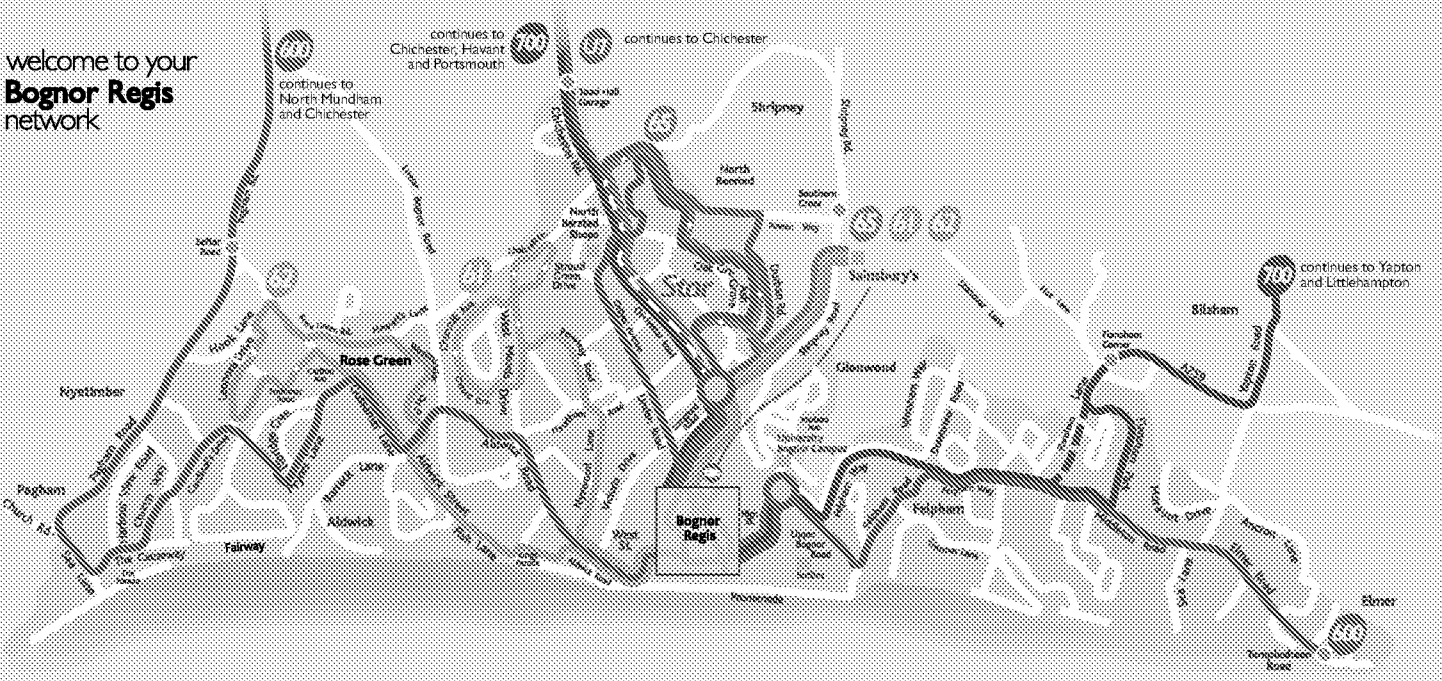


what's new?

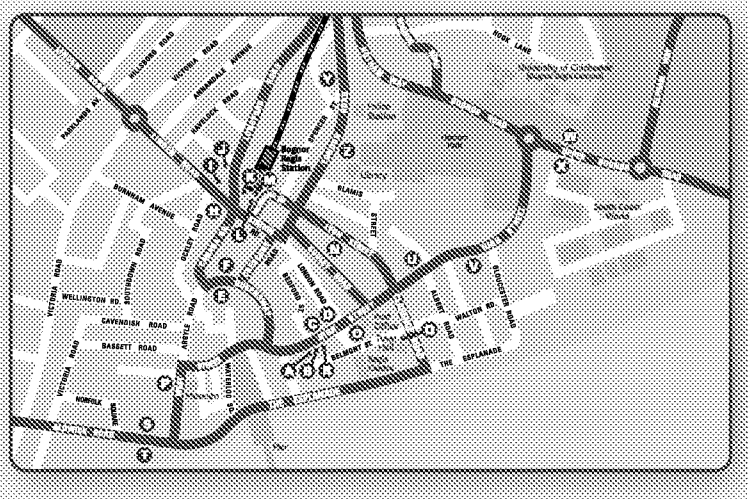
We have made a few changes to the way buses run in and around Bognor Regis. ***The Star*** will now run up to ***every 15 minutes*** between North Bersted and Bognor Regis High Street. A brand new route, the ***600***, will run up to ***every 20 minutes*** and offer convenient through links across Bognor Regis. It will replace ***The Star*** in Elmer, Middleton and Felpham. The ***600*** also replaces previous route ***60*** between Bognor Regis, Pagham and Chichester. Finally, a minor change to route ***62*** will see buses running one way along Westminster Drive and Hewarts Lane to the Rose Green loop, before returning to Bognor Regis Town Centre via Gossamer Lane.

There are also minor changes to the ***700 Coastliner*** timetable. A summary of all buses between Flansham Park and Chichester is included in this guide. For full details pick up a separate leaflet or see our website **www.stagecoachbus.com**.

welcome to your **Bognor Regis** network



where to catch your bus in **Bognor Regis** town centre



ROUTE	TOWARDS	TOWN CENTRE STOPS
Star	North & South Bersted	A E H J O
62	Bognor Regis Campus	D F K U
	Chichester Campus and Tesco	A E J O S W
60	Aldwick, Stroud Green, West Meads	B K N O T
	Sainsbury's	C J N P S
62	Aldwick, Rose Green	B K N O T
	Sainsbury's	C J N P S
600	Felpham, Elmer	D F S U W
	Aldwick, Pagham, Chichester	B T O X O Sunday only
700	Littlehampton, Worthing, Shoreham, Brighton	C F K U W
	Chichester, Havant, Portsmouth	B J O R V X

600 buses to Chichester

Mondays to Fridays except public holidays

Elmer Temple Sheen Road				0656	0711		0731	0751	0811	0836	0901						1701	1721	1741	1801	1901	2001	2101
Middleton Sea Lane				0659	0714		0734	0754	0814	0839	0904						1704	1724	1744	1804	1904	2004	2104
Felpham The Southdowns				0702	0717		0737	0759	0819	0844	0907						1707	1727	1747	1807	1907	2007	2107
Felpham Post Office				0706	0721		0741	0805	0825	0850	0911						1711	1731	1751	1811	1911	2011	2111
Bognor Regis Hgh St	0605	0630	0655	0715	0730	0740	0750	0815	0835	0900	0920	then					1720	1740	1800	1820	1920	2020	2120
Aldwick Road Post Office	0608	0633	0658	0718	0733	0743	0753	0818	0838	0903	0923	every					1723	1743	1803	1823	1923	2023	2123
Rose Green St Anthony's Church	0615	0640	0705	0725	0740	0750	0800	0825	0845	0909	0929	20					1729	1749	1809	1829	1928	2028	2128
Willowhale Library	0617	0642	0707	0727	0742	0752	0802	0827	0847	0911	0931	mins					1731	1751	1811	1831	1930	2030	2130
Pagham Shopping Parade	0622	0650	0715	0735	0750	0800	0810	0833	0853	0916	0936	at					1736	1756	1816	1836	1935	2035	2135
Nyetimber Bear Inn	0626	0655	0720	0740	0755	0805	0815	0838	0858	0920	0940						1740	1800	1820	1840	1938	2038	2138
North Mundham School	0633	0706	0727	0747	0802	0812	0822	0845	0905	0927	0947						1747	1807	1827	1847	1945	2045	2145
Chichester Bus Station	0646	0721	0740	0800	0820	0830	0840	0900	0920	0940	1000						1800	1820	1840	1900	1953	2053	2153
Chichester Cathedral	0653	0729b	0747	0807	0827	0837	0847	0907	0927	0947	1007		07	27	47	until	1807	1827	1847		1958	2058	

this bus runs on school days only

b = *on school days, this bus continues to Bishop Luffa School via South Street, arriving at 0734*

Saturdays

Elmer Temple Sheen Road				0741	0801		21	41	01								1741	1801	1901	2001	2101		
Middleton Sea Lane				0744	0804		24	44	04								1744	1804	1904	2004	2104		
Felpham The Southdowns				0747	0807		27	47	07								1747	1807	1907	2007	2107		
Felpham Post Office				0751	0811		31	51	11								1751	1811	1911	2011	2111		
Bognor Regis Hgh St	0700	0720	0740	0800	0820	then	40	00	20								1800	1820	1920	2020	2120		
Aldwick Road Post Office	0703	0723	0743	0803	0823	every	43	03	23								1803	1823	1923	2023	2123		
Rose Green St Anthony's Church	0709	0729	0749	0809	0829	20	49	09	29								1809	1829	1928	2028	2128		
Willowhale Library	0711	0731	0751	0811	0831	mins	51	11	31								1811	1831	1930	2030	2130		
Pagham Shopping Parade	0716	0736	0756	0816	0836	at	56	16	36								1816	1836	1935	2035	2135		
Nyetimber Bear Inn	0720	0740	0800	0820	0840		00	20	40								1820	1840	1938	2038	2138		
North Mundham School	0727	0747	0807	0827	0847		07	27	47								1827	1847	1945	2045	2145		
Chichester Bus Station	0740	0800	0820	0840	0900		20	40	00								1840	1900	1953	2053	2153		
Chichester Cathedral	0747	0807	0827	0847	0907		27	47	07								1847		1958	2058			

Sundays

Elmer Temple Sheen Road																							
Middleton Sea Lane																							
Felpham The Southdowns																							
Felpham Post Office																							
Bognor Regis Hgh St	0900	1000					00										1700	1800					
Aldwick Road Post Office	0903	1003					03										1703	1803					
Rose Green St Anthony's Church	0909	1009					09										1709	1809					
Willowhale Library	0911	1011				then	11										1711	1811					
Pagham Shopping Parade	0916	1016				every	16										1716	1816					
Nyetimber Bear Inn	0920	1020				20	20										1720	1820					
North Mundham School	0927	1027				mins	27										1727	1827					
Chichester Bus Station	0940	1040				at	40										1740	1840					
Chichester Cathedral	0947	1047					47										1747						

600 buses to Bognor Regis & Elmer

Mondays to Fridays except public holidays

Chichester Cathedral				0700		0750	0810	0830	0850	0910	0930	0950						1750	1810	1830	1900	2000	2100
Chichester Bus Station Stand 4	0610	0630	0650	0708	0733	0758	0818	0838	0858	0918	0938	0958						1758	1818	1838	1905	2005	2105
North Mundham School	0620	0640	0700	0720	0744	0809	0829	0849	0909	0929	0949	1009						1809	1829	1849	1913	2013	2113
Nyetimber Bear Inn	0627	0647	0707	0727	0752	0817	0837	0857	0917	0937	0957	1017						1817	1837	1857	1920	2020	2120
Pagham Shopping Parade	0632	0652	0712	0732	0757	0822	0842	0902	0922	0942	1002	1022	then					1822	1842	1901	1924	2024	2124
Willowhale Library	0637	0657	0717	0737	0802	0827	0847	0907	0927	0947	1007	1027	every					1827	1847	1906	1929	2029	2129
Rose Green St Anthony's Church	0639	0659	0719	0739	0804	0829	0849	0909	0929	0949	1009	1029	20	49	09	29	until	1829	1849	1908	1931	2031	2131
Aldwick Road Post Office	0645	0705	0725	0745	0810	0835	0855	0915	0935	0955	1015	1035	mins	55	15	35		1835	1855	1913	1936	2036	2136
Bognor Regis Hgh St	0651	0711	0731	0751	0816	0841	0901	0921	0941	1001	1021	1041	at	01	21	41		1841	1858	1916	1941	2041	2139
Felpham Post Office	0655	0715	0735	0755	0820	0845	0905	0925	0945	1005	1025	1045		05	25	45		1845			1945	2045	
Felpham The Southdowns	0700	0720	0740	0800	0825	0850	0910	0930	0950	1010	1030	1050		10	30	50		1850			1950	2050	
Middleton Sea Lane	0703	0723	0743	0803	0828	0853	0913	0933	0953	1013	1033	1053		13	33	53		1853			1953	2053	
Elmer Temple Sheen Road	0706	0726	0746	0806	0831	0856	0916	0936	0956	1016	1036	1056		16	36	56		1856			1956	2056	

On school days additional buses run as route 660 from Bishop Luffa School (at 1443) and Chichester High School (at 1530) to Bognor Regis High Street.

Saturdays

Chichester Cathedral				0750		10	30	50									1750	1810	1830	1900	2000	2100	
Chichester Bus Station Stand 4	0658	0718	0738	0758		18	38	58									1758	1818	1838	1905	2005	2105	
North Mundham School	0709	0729	0749	0809		29	49	09									1809	1829	1849	1913	2013	2113	
Nyetimber Bear Inn	0717	0737	0757	0817		37	57	17									1817	1837	1857	1920	2020	2120	
Pagham Shopping Parade	0722	0742	0802	0822	then	42	02	22									1822	1842	1901	1924	2024	2124	
Willowhale Library	0727	0747	0807	0827	every	47	07	27									1827	1847	1906	1929	2029	2129	
Rose Green St Anthony's Church	0729	0749	0809	0829	20	49	09	29	until								1829	1849	1908	1931	2031	2131	
Aldwick Road Post Office	0735	0755	0815	0835	mins	55	15	35									1835	1855	1913	1936	2036	2136	
Bognor Regis Hgh St	0741	0801	0821	0841	at	01	21	41									1841	1858	1916	1941	2041		
Felpham Post Office	0745	0805	0825	0845		05	25	45									1845			1945	2045		
Felpham The Southdowns	0750	0810	0830	0850		10	30	50									1850			1950	2050		
Middleton Sea Lane	0753	0813	0833	0853		13	33	53									1853			1953	2053		
Elmer Temple Sheen Road	0756	0816	0836	0856		16	36	56									1856			1956	2056		

Sundays

Chichester Cathedral		1002					02										1702	1802					
Chichester Bus Station Stand 4	0910	1010					10										1710	1810					
North Mundham School	0921	1021					21										1721	1821					
Nyetimber Bear Inn	0929	1029				then	29										1729	1829					
Pagham Shopping Parade	0934	1034				every	34										1734	1834					
Willowhale Library	0939	1039				20	39										1739	1839					
Rose Green St Anthony's Church	0941	1041				mins	41										1741	1841					
Aldwick Road Post Office	0947	1047				at	47										1747	1847					
Bognor Regis Hgh St	0952	1052					52										1752	1850					

Appendix 6

Accident Records

ARUN DISTRICT COUNCIL P/140/16/OUT

Full Details Report Summary - Pagham to Chichester

Accidents Found Date Range: 22/07/2011 - 02/06/2016

Grid Coordinate Range: 486731,97514 -491436,104181

Accident Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	1	0	0	0	0	0	1
Serious	3	2	6	11	4	3	29
Slight	3	29	28	26	44	13	143
Total	7	31	34	37	48	16	173

Casualty Severity

	2011	2012	2013	2014	2015	2016	Total
Fatal	1	0	0	0	0	0	1
Serious	3	2	6	11	4	3	29
Slight	8	42	42	32	51	18	193
Total	12	44	48	43	55	21	223

Casualty KSI

	2011	2012	2013	2014	2015	2016	Total
Adult KSI	4	2	5	11	3	3	28
Child KSI	0	0	1	0	1	0	2
Slight	8	42	42	32	51	18	193
Total	12	44	48	43	55	21	223

Pagham to Chichester

Accident Reference:1104529 Serious U Pagham Road Lagness 32M North Of U Millfarm Drive Outside Inglenook Hotel Accident 1 of 173

Date & time.....Friday 22/07/2011 15:07
Grid reference.....489216/98698
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

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

Accident Description
V1 Travelling South Has for Unknown Reasons Crossed the Carriageway onto the Path Hit a Flint Wall and Come to Rest in the Hotel Garden.

1 Vehicle

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Male
Driver age.....77
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....77
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1105081 Serious U Gunwin Court Bognor Regis 50M South Of U Blondell Drive Outside O/S 12 Gunwin Court Accident 2 of 173

Date & time.....Tuesday 16/08/2011 11:10
Grid reference.....490574/98877
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
Vehicle 2 Travelling South Along Cul De Sac Road. Parked Vehicles in Roadway. V1 Pedal Cyclist Exited Driveway (East) and Collided with Vehicle 2 Heading South on Minor Road. Cyclist Sustained Injuries.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Pedal Cycle
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....78
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....47
Severity.....Serious
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham to Chichester

Accident Reference:1105623 Serious B2145 Hunston Road Chichester 443M North Of B2166 Accident 3 of 173

Date & time.....Friday 09/09/2011 23:17
Grid reference.....486824/102972
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Wet

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

Accident Description
Vehicle Two Taxi Stationary at Roadside Dropping Pedestrians Off. Vehicle One Heading North Dazzled by Lights of Other Vehicle (Full Beam and Fog Lights) Vehicle One Slowed down and Unable to See Collided with Taxi.

2 Vehicles

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

First impact.....Front
Hit object in c'way..Parked vehicle unlit
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Female
Age.....49
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....3
Casualty class.....Passenger
Gender.....Female
Age.....26
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham to Chichester

Accident Reference:1105694 Slight A27 Chichester by Pass Chichester at Junction of A259 Bognor Road. Outside at Bognor Bridge Accident 4 of 173

Date & time.....Monday 12/09/2011 15:54 Roundabout
Grid reference.....487789/104112
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

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

Accident Description
Veh 1 on A259 in Lane 1 Approaching Ra with A27. Veh 2 in Lane 2 Also Approaching Ra. both Moved on to Ra Veh 2 Taking 2Nd Exit. Veh 1 Wanted 3Rd Exit and was in Wrong Lane. Veh 1 Crashed into Nearside Rear of Veh 2.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Other

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

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

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....47
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1105698 Slight B2166 North Mundham North Mundham At Junction Of U Church Road Outside Prior to Junction Accident 5 of 173

Date & time.....Sunday 11/09/2011 13:01
Grid reference.....487420/102383
District.....Chichester
Primary road.....B2166
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Exceeding speed limit (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	

Accident Description
V1 and V2 Travelling East on B2166 but V1 (M/C) Overtaking Line of Traffic at Speed. V2 Slows for Vehicle in Front turning and M/C Collides into Rear of V2. Rider Sustained Minor Injuries and Pax in V2 Sustained Slight Whiplash.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....60
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....49
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....54
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1105851 Slight A27 Chichester at Junction of C0 Vinnetrow Road Accident 6 of 173

Date & time.....Sunday 18/09/2011 14:05
Grid reference.....487782/104117
District.....Chichester
Primary road.....A27
Secondary road.....C
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

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

Accident Description
Vehicle 2 Travelling Inside Lane from A259 Vehicle 1 Travelling Outside Lane from A259. Vehicle 1 Going Directly across Roundabout to A27 (2Nd Exit) Vehicle 2 Travelling Around the Roundabout to 3Rd Exit as Vehicle 1 Turned into A27 Westbound it Struck Vehicle 2 Who was Continuing Around Roundabout Causing Damage.. Details Were Excahnged by both Parties. a Couple of Hours Later Driver of Veh 2 Went to Hospital as Had Back Pain.

2 Vehicles

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

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

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....29
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....29
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....28
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1107637 Fatal A27 Chichester By-Pass Chichester 125M West of B2145 Accident 7 of 173

Date & time.....Friday 02/12/2011 16:51
Grid reference.....486731/103681
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Pedestrian)	Casualty 001	Possible	Yes
Pedestrian wearing dark clothing at night (Pedestrian)	Casualty 001	Possible	
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
Veh 1 Travelling Westbound A27 Between Whyke Roundabout and Stockbridge Roundabout. Pedestrian Crossing Dual Carriageway from North to South Managed to Cross Eastbound Lanes. Pedx then Used Gap in Central Reservation and as he Attempted to Cross the West Lanes he Crossed in the Path of the Van. Van Struck Pedx with Offside of Van Wing Mirror and Winscreen. Fatal Injuries Caused to Pedx.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Changing lane to left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....54
Severity.....Fatal
Vehicle no.....1
Ped Direction.....South bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's offside
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1200155 Slight A27 Bognor Bridge Roundabout Chichester At Junction 3M North Of A259 Bognor Road Accident 8 of 173

Date & time.....Tuesday 10/01/2012 09:51
Grid reference.....487815/104155
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter

Accident Description
Vehicle 1 (Articulated Lorry) was in Lane 1 Outside Lane with the Purpose of Going North/North East Around the Roundabout onto the A259 Bognor Road Towards Bognor Regis. Vehicle 2 (Car) was in Lane 2 with the Intention of Going North/North East Aroun D the Roundabout onto the A259 Bognor Road Towards Bognor Regis. both Vehicles Low Speed. Vehicle 1 Made Contact with Vehicle 2 Causing Damage to Vehicle 2 Near Side Front Corner and Bumper,Damage to Front Nearside Headlight and Indicators. Details of both Drivers Exchanged, Vehicle 1 left Scene Before Police Arrived at Scene,

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Goods > 7.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Articulated veh.
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....45
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....46
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....46
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1200320 Slight A259 Bognor Road Of A27 Bognor Road Accident 9 of 173

Date & time.....Wednesday 18/01/2012 14:48
Grid reference.....487772/104115
District.....Chichester
Primary road.....A259
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 002	Possible	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V2 Travelling East on A259 from Bognor Regis Entered onto Roundabout Infront of V1 Who was on V2 Offside Indicating to Exit but Continued , V1 Changed Lanes Pulling Infront of V2 Causing V2 to Brake Hard to Avoid Collision Ending up Slipping on Grave L on Edge of Carraigeway and Came off Causing Minor Injury to left Knee/Leg. no Contact Made with V1

2 Vehicles

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

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

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....18
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1200504 Slight U BARRACK LANE BOGNOR REGIS AT JUNCTION OF U GOSSAMER LANE Accident 10 of 173

Date & time.....Thursday 26/01/2012 07:34
Grid reference.....491184/98882
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
APPARANTLY THE PEDAL CYCLIST WAS NEGOCIATING THE ROUNDABOUT WHEN IT WAS STRUCK FROM BEHIND BY VE 1.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....52
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....71
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....71
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1200613 Slight B2145 Hunston Road Of A27 Chichester by Pass on R/A Accident 11 of 173

Date & time.....Friday 03/02/2012 09:17
Grid reference.....486880/103644
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
Rear End Shunt at R/A Driver of V1 Failed to See V2 Had Not Pulled Out. Light Damage to both Vehicles, Slight Whiplash to Female Pax of V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Goods > 7.5t
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....62
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

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

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

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....23
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1200941 Slight U Rose Green Road 46M West Of U Lincoln Avenue Accident 12 of 173

Date & time.....Saturday 18/02/2012 17:45
Grid reference.....490348/99328
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Possible	No - reported over the counter

Accident Description
Driver Vehicle 1 Ran into Rear of Vehicle 2. Driver Vehicle 1 Turned left and Drove Off. (Informant Told Call Handler she Felt it was Deliberate - Please Refer to Serial for Further Details)

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....30
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....47
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1201114 Serious B2145 Selsey Road Chichester 300M South Of A27 Chichester by Pass Outside Near Nunnery Lake Accident 13 of 173

Date & time.....Wednesday 29/02/2012 19:39
Grid reference.....486891/103390
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...4
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	
Dazzling headlights (Driver/Rider - Vision Affected)	Vehicle 004	Possible	

Accident Description

Vehicle 4 (Unmarked Police Vehicle Displaying Covert Strobe Lights to Rear) Stationary Attended on Nearside Verge Facing South, off Main Carriageway. Vehicle 3 Stationary Attended on Nearside Verge Facing South in Front of Vehicle 4 off Main Carriage Way. Pedestrian (Police Officer) Standing to off Side of Vehicle 3, Standing in Southbound Carriageway Talking to Driver of Vehicle 3. Vehicle 1, on Main Carriageway, Approaches Vehicle 4 and 3 from the Rear and Passes Them. Vehicle 1 then Crosses onto Northbound Carriageway, Travelling South, and Collides with Vehicle 2 which is Travelling North on Main Carriageway. Vehicle 1 is then Pushed Backwards into Southbound Carriageway and Collides into the Pedestrian and Side of Vehicle 3, Causing Serious Injury to Pedestrian and Damage to Vehicle 3.Vehicle 4 Undamaged.

4 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Female
Driver age.....23
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....1
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On lay-by
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....63
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....4
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On lay-by
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....27
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

ARUN DISTRICT COUNCIL P/140/16/OUT

3 Casualties

Casualty number.....1	Car passenger........Not a passenger
Casualty class......Pedestrian	PSV passenger........Not a passenger
Gender..............Male	Seat belt usage......
Age.................44	School pupil.........Other
	School ....
Severity............Serious	Pedestrian location..In carriageway, not crossing
Vehicle no..........1	Pedestrian movement..In carriageway - not crossing
Ped Direction.......Standing still	Roadworker injured...Not applicable
Casualty number.....2	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender..............Male	Seat belt usage......
Age.................30	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........1	Pedestrian movement..
Ped Direction.......	Roadworker injured...
Casualty number.....3	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender..............Female	Seat belt usage......
Age.................23	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........2	Pedestrian movement..
Ped Direction.......	Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1201161 Slight A27 Chichester Bypass Of B2145 Accident 14 of 173

Date & time.....Friday 02/03/2012 17:15
Grid reference.....486917/103662
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
Veh 2 Stationary Waiting to Pull onto Roundabout, Veh 1 Has Hit Rear off Vehicle 2 Causing Damage to Bumper

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1201330 Slight U Hook Lane Bognor Regis At Junction Of U Mill Park Road Accident 15 of 173

Date & time.....Monday 12/03/2012 07:30
Grid reference.....489473/98879
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

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

Accident Description
Pedestrian Crossing Junction in Mill Park Road, was Halfway across Road when Vehicle One Appeared from Hook Lane Cut Corner at Struck Pedestrian on the Back with its Offside Wingmirror, Driver of Vehicle One Continued South Stopping Momentarily to Ad Just Mirror but Did Not Acknowledge Pedestrian or Exchange Details. the Vehicle was Sign Written with Db Plumbing, Enquiries by Pedestrains Partner Has Revealed Name and Contact Number for Driver of Vehicle.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving main road
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....29
Hit and Run.....Yes
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Female
Age.....20
Severity.....Slight
Vehicle no.....1
Ped Direction.....West bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham to Chichester

Accident Reference:1201657 Slight U Aldwick Road Of U Aldwick Street Accident 16 of 173

Date & time.....Thursday 29/03/2012 17:15
Grid reference.....491194/98873
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
Vehicle 1 was Approaching the Roundabout from Aldwick Road. Vehicle 2 was Approaching the Roundabout from Gossamer Lane. the Gossamer Lane Junction is to the right from Aldwick Road, However Vehicle 1 Did Not Correctly Anticipate Vehicle 2'S Speed an D Entered the Roundabout, Causing the Collision.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....20
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Commuting to/from work

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....24
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....20
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1201665 Slight A27 Bognor Bridge Roundabout Of A259 Bognor Bridge Roundabout Accident 17 of 173

Date & time.....Friday 30/03/2012 16:25
Grid reference.....487761/104156
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
Vehicle 2 Coming from a 259 Westernly Direction in Inside Lane, Vehicle 1 Same Road and Direction in Outside Lane. Vehicle 2 Travelled Round Ra to Exit onto A259 Bognor Bridge Road, Vehicle 1 was in Outside Lane Travelling in Same Direction, when Veh 1 Veered into Inside Lane Htting Offside of Vehicle 2, Causing Damage

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....North west East
Manoeuvres.....Changing lane to left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Single Trailer
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....17
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....17
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1202761 Slight B2166 Lagness Road Runcton 758M East Of U Brookside Runcton Farm Shop Accident 18 of 173

Date & time.....Tuesday 29/05/2012 14:48
Grid reference.....489084/101950
District.....Chichester
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	

Accident Description
All Vehicles Travelling West Towards North Mundham, Vehicle One Driver Reacted to an Unknown Vehicle Manoeuvring Erratically in the Entrance to Runcton Nursery, Vehicle One Failed to See the Stationary Traffic ahead Causing a Collision into Vehicle 2 and 3.

3 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....54
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....49
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....47
Severity.....Slight
Vehicle no.....3
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1203028 Slight U Hook Lane Of U Drift Road Accident 19 of 173

Date & time.....Wednesday 13/06/2012 09:22
Grid reference.....489642/99005
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
Vehicle 1 Emerging from Drift Road Intending to Turn West Failed to See Cyclist V2 Travelling West on Hook Lane.
V1 Collided with Side of V2.

2 Vehicles

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

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

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....64
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....64
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1203128 Slight A27 Bognor Bridge Roundabout Of A259 Accident 20 of 173

Date & time.....Monday 18/06/2012 16:25
Grid reference.....487821/104132
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 Had Entered Roundabout from Bognor Road and was Indicating to Turn left into Vinetrow Rd & was Struck on Rns by V1 which Had Entered the Roundabout from the Bognor Direction

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....20
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....19
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1203629 Slight B2145 Hunston Road Chichester At Junction Of A27 Outside at Junction Accident 21 of 173

Date & time.....Tuesday 17/07/2012 09:40
Grid reference.....486877/103635
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
Veh 2 Waiting to Enter the A27, to Travel West, when Veh 1 Drove into Rear of Veh 2

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1203920 Slight U Rose Green Road Bognor Regis At Junction Of U Gossamer Lane Outside Traffic Lights Accident 22 of 173

Date & time.....Wednesday 01/08/2012 10:20
Grid reference.....490613/99165
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Crossroads
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Possible	

Accident Description
Vehicle 1 was Heading East down Gossamer Lane to Turn right into Rose Green Road, at the Same Time Vehicle 2 was Heading West down Gossamer Gardens Towards Gossamer Lane. Vehicle 1 Has Gone to Turn right into Rose Green Road and Vehicle 2, Going Stra Ight across at the Traffic Lights into Gossamer Lane Has Collided with Vehicle 1.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....76
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1203922 Slight A27 Chichester by Pass Chichester 500M South Of A259 Bognor Road Accident 23 of 173

Date & time.....Wednesday 01/08/2012 11:15
Grid reference.....487630/103828
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.4
Surface.....Dry

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

Accident Description
Vehicle 2 Stationary in Outside Lane, Vehicle 1 was Behind Pulled out to Go to into Inside Lane Hitting Vehicle 2 in Process Causing Nearside Damage and Injuries to Driver and Passengers.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....39
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

4 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....40
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....12
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....13
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....4
Casualty class.....Passenger
Gender.....Male
Age.....12
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1203953 Slight A27 Chichester by Pass Chichester 160M East Of B2145 Whyke Road Accident 24 of 173

Date & time.....Tuesday 31/07/2012 15:08
Grid reference.....487087/103665
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

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

Accident Description
Vehicle 2 Eastbound A27 in Lane 2 Slows and Stops in Heavy Traffic. Vehicle 1 Also Eastbound A27 in Lane 2 Fails to Slow in Time, Colliding with the Rear of Vehicle 2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....47
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....14
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1204063 Slight A27 Chichester Bypass Chichester 50M East Of U Whyke Road Accident 25 of 173

Date & time.....Wednesday 08/08/2012 08:25
Grid reference.....486960/103665
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
it Would Appear That Vehicle Two Had Slowed and Come to a Halt in Heavy Traffic on the Approach to the Whyke R/A , V1 Driver Failed to Observe the Vehicle Had Stopped and Collided with the Raer of Vehicle Two.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....31
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

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

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....7
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1204073 Slight U Aldwick Street Bognor Regis. At Junction Of U Barrack Lane Outside at Junction as Stated Above. Accident 26 of 173

Date & time.....Friday 10/08/2012 10:56
Grid reference.....491196/98876
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 (Car) Heading West Along Aldwick Street, and on Approach to Roundabout, Intended to Continue Straight Ahead. V2 (Pedal Cycle) Had Entered Roundabout from Previous Junction to V1 and Therefore Had right of Way. V1 Driver Failed to See V2 and Impa Cted with Pedal Cycle, Causing Rider to Fall to the Ground.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....74
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Pedal Cycle
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....66
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....66
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1204265 Slight U Grosvenor Gardens Rose Green 110M East Of U Grosvenor Way Outside 28 Accident 27 of 173

Date & time.....Saturday 18/08/2012 19:09
Grid reference.....490416/99193
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

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

Accident Description
V2 Slowing to Turn left into his Drive Has Been Hit to the Rear by V1 That Has Failed to Judge Speed of V2

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

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

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....47
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1204293 Slight U Sefter Road Bognor Regis At Junction Of U Hook Lane Accident 28 of 173

Date & time.....Tuesday 21/08/2012 12:57
Grid reference.....489860/99379
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 Pulled out from Hook Lane in to Pagham Road in to the Path of V2. V1 Has then Hit the Side of V2.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....50
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Commuting to/from work

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....50
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1204725 Slight B2166 Lagness Road Runcton 696M East Of U Marsh Lane Accident 29 of 173

Date & time.....Friday 07/09/2012 13:37
Grid reference.....489021/101996
District.....Chichester
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

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

Accident Description
Veh Three Stopped Due to Car Turning. Vehicle Two Braked Hard and Stopped no Contact. Vehicle One Skidded Collided with Vehicle Two and Pushed into V3. Slight Injuries to Driver One

3 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....59
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....31
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....2
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....55
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1205347 Slight B2145 Chcihester At Junction Of A27 Chichester By-Pass Accident 30 of 173

Date & time.....Thursday 11/10/2012 10:30
Grid reference.....486882/103635
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Wet

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

Accident Description
Veh was Stopped at R/A on B2145 Junction with A27 at Chcihester, Waiting to Turn left onto A27. Veh 1 Has Approached from Behind and Collided with Rear of Veh 2. Damage Caused to Rear of Veh 2. Driver and Px of Veh 2 All Attended Hospital and Diagnos Ed with Whiplash.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

2 Casualties

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

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....37
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1205366 Slight A259 Chichester 50M South Of A27 Outside 50M South of Bognor Bridge R/A in Northbound Lane Accident 31 of 173

Date & time.....Friday 12/10/2012 14:15
Grid reference.....487934/104132
District.....Chichester
Primary road.....A259
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	Yes

Accident Description
Vehicle 1 was Travelling North on A259 Towards Bognor Bridge Roundabout in Lane 2. Vehicle 1 Went to Overtake Dhl Lorry and Move into Lane 1. in Doing So Did Not See Vehicle 2 in Front of Dhl Lorry, Side Swiped and Struck Vehicle 2 and Caused Rider O F Vehicle 2 to Loose Control and Be Thrown from Bike.

3 Vehicles

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

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

Vehicle number.....2
Other vehicle.....1
Vehicle class.....M/cycle > 500cc
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....57
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Goods 3.5 - 7.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Not known
Driver age.....-1
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....57
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1205771 Slight A27 Chichester. At Junction Of B2145 Whyke Road Outside at Junction Accident 32 of 173

Date & time.....Friday 02/11/2012 10:28
Grid reference.....486951/103663
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Wet

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

Accident Description
V1 and V2 both Heading West on A27 in Lane 1, on Approach to Whyke Roundabout. as Vehicles Reduced Speed for Give Way Lines, V1 Impacted with the Rear of V2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....43
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....19
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....14
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1205908 Slight B2166 Lagness Road Chichester 300M West Of U Vinnetrow Road Accident 33 of 173

Date & time.....Tuesday 30/10/2012 15:39
Grid reference.....487940/102458
District.....Chichester
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

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

Accident Description
Vehicle 2 Travelling West on B2166 and Stops for Widev Load Coming in Opposite Direction. Vehicle 1 Travelling in the Same Direction Behind V2 Failed to See That it Had Stopped and Hit the Rear of V2 Causing Injury Rtc.

2 Vehicles

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

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

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

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

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....6
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....5
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1205957 Slight U PAGHAM ROAD BOGNOR REGIS AT JUNCTION OF U HOOK LANE Accident 34 of 173

Date & time.....Saturday 10/11/2012 20:00
Grid reference.....489297/98835
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Sudden braking (Driver/Rider - Error)	Vehicle 001	Very likely	
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 2 WAS STATIONARY AND INDICATING TO TURN RIGHT FROM PAGHAM ROAD INTO HOOK LANE. VEHICLE 1 DRIVING SOUTH TO NORTH ALONG PAGHAM ROAD COLLIDED WITH REAR OF VEHICLE 2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....27
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....27
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1206579 Slight U Rose Green Road Rose Green At Junction Of U Gossamer Lane Outside Post Office Accident 35 of 173

Date & time.....Monday 10/12/2012 11:30
Grid reference.....490626/99194
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Ped phase at signals

Speed limit.....30 Mph
Road type.....One Way St
Junction detail.....T or Staggered junction
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Pedestrian)	Casualty 001	Very likely	No - reported over the counter

Accident Description
V1 Travelling North Along One Way Street at Slow Speed Having Just Turned into Street from Junction. Pedestrian Walked into Road Between Parked Cars on Drivers Nearside and Walked into Front Nearside of V1.Pedestrian Apologised and left Scene Without Giving Any Details.

1 Vehicle

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....43
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....70
Severity.....Slight
Vehicle no.....1
Ped Direction.....East bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1206791 Serious A27 Chichester. 349M East Of B2145 Whyke Road Accident 36 of 173

Date & time.....Wednesday 19/12/2012 15:19
Grid reference.....487270/103655
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

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

Accident Description
V1 and V2 both Heading East on A27 at Location Given. V1 in Lane 1 and V2 in Lane 2. V1 then Moved into Lane Two, and Failed to See Queue of Traffic Building Ahead, and Impacted with Rear of V2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Goods 3.5 - 7.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....48
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....40
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1206954 Slight A27 Chichester At Junction Of A259 Bognor Bridge Roundabout Outside Bognor Bridge Roundabout Accident 37 of 173

Date & time.....Friday 28/12/2012 16:50
Grid reference.....487762/104161
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Rain Wind
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

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

Accident Description
Driver of V1 Has Been Behind V2 Just Looking to Pull onto the Roundabout. V1 Has Gone into the Back of V2. the Passenger of V2 was Compainaing of Minor Neck Pain on Police Arrival

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....39
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....52
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1206960 Slight C0 Pagham Road Bognor Regis At Junction 20M South Of C0 Nyetimber Lane Outside Near Pagham Fish Bar Accident 38 of 173

Date & time.....Wednesday 26/12/2012 10:38
Grid reference.....489177/98506
District.....Arun
Primary road.....C
Secondary road.....C
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

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

Accident Description
Whilst Acting as a Road Marshal in a Road Closure for the Pagham Pram Race Offending Vehicle was Stopped at Authorised Road Closure Sign. the Driver was Told That he Could Not Go Any Further Due to the Road Being Closed for the Race. as both Partiest Alked the Driver of the Vehicle Moved Forward in Vehicle and Drove onto Aggrieves Foot Causing Slight Reddening and Soreness. After About 30 Seconds Driver of Vehicle then Moved Back of the Aggrieves Foot and Continues Through Road Closure and Intobartons Close, Pagham.

1 Vehicle

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

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26

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

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....50

Severity.....Slight
Vehicle no.....1
Ped Direction.....Standing still

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In centre of carriageway
Pedestrian movement..In carriageway - not crossing
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1300795 Slight B2145 Hunston Road Chichester 272M North Of B2166 Accident 39 of 173

Date & time.....Sunday 10/02/2013 16:38
Grid reference.....486846/102796
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Rain Wind
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
Vehicle 1 Travelling North on B2145, Vehicle 2 Travelling South. Vehicle 1 Loses Tracion on Nearside Verge of Flooded Road Causing Loss of Control. Vehicle 1 Impacts F/O/S of Vehicle 2 then Leaves Carriageway Nearside.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....49
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1300903 Slight U Hewarts Lane Bognor Regis At Junction Of U Entrance to Murco Service Stat Outside at the Murco

Date & time.....Sunday 17/02/2013 13:43
Grid reference.....490680/99391
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 Travelling West Turned in to Service Station Forecourt to Offside. V1 Also Travelling West Collided with Rear Offside of V2 as it Did So.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....62
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....36
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....62
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1301220 Serious A27 Chichester At Junction Of B2145 Outside Whyke Roundabout Accident 41 of 173

Date & time.....Thursday 07/03/2013 08:34
Grid reference.....486876/103654
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

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

Accident Description
V1 was at Roundabout Junction in Lane 2 Waiting to Proceed. V1 then Pulled onto to the Rounabout into the Path of V2 Pedal Cyclist Causing Impact and Injury to the Rider.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....45
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Taking pupil to/from school

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....35
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....35
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1301804 Slight B2145 CHICHESTER AT JUNCTION OF A27 OUTSIDE WHYKE ROUNDABOUT Accident 42 of 173

Date & time.....Thursday 11/04/2013 15:00
Grid reference.....486875/103640
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE 2 HAS BEEN STATIONARY ON A ROUNABOUT WAITING TO GO WHEN THE ROUNDABOUT WAS CLEAR. VEHICLE 1 HAS COLLIDED WITH THE REAR OF VEHICLE 2 CAUSING REAR END DAMAGE. IT WAS INITIALLY NON INJURY SO DETAILS EXCHANGED BUT DRIVER OF VEHICLE 2 HAS SINCE BECOME UNWELL, CONFUSED SO AT HOSPITAL GETTING TREATMENT.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....49
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....35
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....35
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1301957 Slight A27 Chichester At Junction Of A259 Bognor Road Accident 43 of 173

Date & time.....Thursday 18/04/2013 12:56
Grid reference.....487767/104162
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 Travelling South Joined Roundabout and Collided into V2 which was in the Process of Negotiating the Round About Travelling from South to North in the Nearside Lane.

2 Vehicles

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

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

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....18
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1302046 Slight U BARRACK LANE BOGNOR REGIS AT JUNCTION OF U ALEXANDRA CLOSE Accident 44 of 173

Date & time.....Tuesday 23/04/2013 16:30
Grid reference.....491061/98804
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

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

Accident Description
V2 STATIONARY, FACING NORTH EAST AND WAITING TO TURN RIGHT INTO ALEXANDRA CLOSE. V1 HAS APPROACHED V2 FROM THE REAR AND FAILED TO STOP, COLLIDING WITH THE REAR OF V2. DETAILS EXCHANGED AT SCENE BUT SLIGHT INJURIES REPORTED TO 3 PERSONS TRAVELLING IN V2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....17
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....17
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....16
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1302096 Slight B2166 Lagness Road Chichester 645M East Of U Marsh Lane Outside Manor Farm Nursery Accident 45 of 173

Date & time.....Saturday 27/04/2013 17:08
Grid reference.....489026/101988
District.....Chichester
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Aggressive driving (Driver/Rider - Behaviour)	Vehicle 001	Possible	No - reported over the counter
Aggressive driving (Driver/Rider - Behaviour)	Vehicle 002	Possible	

Accident Description
Apparantly There was some Sort of Road Rage Incident which Resulted in Veh 1 Colliding with the Rear of Veh 2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....68
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....29
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....29
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....61
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....3
Casualty class.....Passenger
Gender.....Female
Age.....18
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1302158 Slight B2145 Chichester At Junction Of A27 Chichester by Pass Outside Whyke Roundabout Accident 46 of 173

Date & time.....Tuesday 30/04/2013 14:50
Grid reference.....486874/103647
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

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

Accident Description
V1 Sat Behind V2 at Give Way Waiting to Enter Roundabout on A27 from B2145 to Travel Westbound. V1 Moved off Failing to Notice V2 was Not Moving and Drove into Rear of V2 Causing Damage and Minor Injury, Whiplash, to Driver of V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....80
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....38
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....38
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1302267 Slight B2166 Lagness Road Runcton 247M North Of U Entrance to Forbridge Farm Accident 47 of 173

Date & time.....Sunday 05/05/2013 11:52
Grid reference.....489289/101826
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

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

Accident Description
Vehicle 1 which is a Motor Cycle Has Been Travelling Southbound on the B2166 Lagness Road with a Pillion. the Rider Has Negociated a right Hand Bend and Lost Control Causing both Rider and Pillion to Fall off the Bike.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North west South
Manoeuvres.....Going ahead right hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....24
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....24
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....23
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1302287 Slight B2166 PAGHAM ROAD LAGNESS AT JUNCTION OF U Accident 48 of 173

Date & time.....Wednesday 08/05/2013 06:30
Grid reference.....489362/101662
District.....Arun
Primary road.....B2166
Secondary road.....U
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.2
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE ONE TRAVELLING TOO FAST FOR THE ROAD CONDITIONS LOST CONTROL AND LEFT CARRIAGEWAY INTO DITCH. SLIGHT INJURIES TO PASSENGERS. DRIVER ARRESTED FOR DIC OFFENCES AND UNLICENCED TAXI

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Minibus
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east West
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Male
Driver age.....23
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....20
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....41
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1302289 Slight A27 Chichester by Pass Chichester At Junction Of A259 Bognor Road Outside on R/A Accident 49 of 173

Date & time.....Tuesday 07/05/2013 14:19
Grid reference.....487786/104169
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperience of driving on the left (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
it Would Appear That Vehicle One was Travelling East Along the A27 Chichester by Pass , Approaching Bognor Bridge R/A. at this Time the Vehicle, was Travelling in Lane Two(Lane One Being the Filter to Head North into Chichester). the Driver of Vehicl E One Intended to Negotiate the Ra and Turn right onto the A259 Bognor Road. as the Driver Moved his Vehicle(a Lhd Road Sweeping Lorry) a Ford Transit, (Vehicle Two) Used Lane Three Intending to Exit Straight On(East) and Continue the A27. the Two Vehicles Collied as Vehicle One Contined Round the Ra Now in Lane One.

2 Vehicles

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

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

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....50
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1302718 Slight B2166 Lagness 200M North Of B2166 Lower Bognor Rd Accident 50 of 173

Date & time.....Thursday 30/05/2013 02:25
Grid reference.....489574/101339
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Swerved (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
Vehilce Came Round Bend, Driver Stated she Swerved to Avoid Something Causing her to Hit a Tree and Rolling the Vehicle

1 Vehicle

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Tree
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....21
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1302748 Serious B2145 Hunston Road Chichester At Junction Of B2166 Accident 51 of 173

Date & time.....Friday 26/04/2013 13:15
Grid reference.....486915/102559
District.....Chichester
Primary road.....B2145
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

Accident Description
Veh 1 Has Failed to Stop Behind Veh 2 which Has Stopped at Roundabout. Veh 1 Has Collided with Rear and Rider Has Fallen off Suffering Injury.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....65
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....65
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1302792 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 52 of 173

Date & time.....Thursday 30/05/2013 07:45
Grid reference.....487819/104135
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 HIT FROM BEHIND BY V1. V2 SIGNALLED TO V1 TO PULL OVER, V1 DROVE ROUND AT SPEED. V2 FOLLOWED V1 AND DREW ALONGSIDE HIM . V1 SHOUTED ABUSE AND WAS THREATENING TOWARDS V2 SO SHE CARRIED ON HER JOURNEY.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....44
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....44
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1302873 Slight A259 Chichester Road Chichester At Junction Of A27 Accident 53 of 173

Date & time.....Friday 07/06/2013 09:56
Grid reference.....487822/104148
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 was Entering Roundabout and Failed to See V2 Until the Last Minute. Driver of V1 Reacted to Prevent a Collision at the Same Time Rider of V2 Reacted, Causing V2 to Enter Lane Two of A259. the Front Wheel the Stuck Loose Gravel on the Road Surface and Lost Traction Causing Driver to Fall Off.

2 Vehicles

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

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....76
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 125 - 500cc
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way offside onto central res.
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....42
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1303031 Serious U PAGHAM ROAD BOGNOR REGIS. At Junction of U NYETIMBER LANE outside THE BEAR INN PUBLIC HOUSE. Accident 54 of 173

Date & time.....Friday 14/06/2013 17:45
Grid reference.....489185/98556
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Pedestrian)	Casualty 001	Very likely	Yes

Accident Description

V1 HEADING NORTH ON PAGHAM ROAD. MALE PEDESTRIAN ON WEST SIDE OF ROAD, UNDER THE INFLUENCE OF ALCOHOL, HAVING JUST EXITED PUBLIC HOUSE. PEDESTRIAN EITHER WALKED/FELL INTO PATH OF V1, IMPACTING WITH REAR NEARSIDE AND THEN FALLING TO THE GROUND, OBTAINING SERIOUS HEAD INJURY.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....38
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....60
Severity.....Serious
Vehicle no.....1
Ped Direction.....East bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1303240 Slight A259 BOGNOR ROAD CHICHESTER AT JUNCTION OF A27 CHICHESTER BYPASS Accident 55 of 173

Date & time.....Tuesday 25/06/2013 15:30
Grid reference.....487789/104119
District.....Chichester
Primary road.....A259
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

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

Accident Description
V2 ON A259 BOGNOR ROAD/A27 ROUNDABOUT. V2 HAS ENTERED ROUNDABOUT FROM A259 BOGNOR ROAD SOUTH SIDE AND IS HEADING TOWARDS CHICHESTER INTENDING TO LEAVE ON A259 BOGNOR ROAD NORTHSIDE. V1 HAS APPEARED ON OFFSIDE OF V2 AND HAS ATTEMPTED TO LEAVE THE ROUNDABOUT ON THE WESTBOUND A27. V1 HAS COLLIDED WITH OFFSIDE FRONT OF V2. SECTION 170 COMPLIANT BUT 2 X INJURIES TO PASSENGERS REPORTED ON V2, A STAGECOACH BUS.

2 Vehicles

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Commuting to/from work

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

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

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....40
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....21
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1303498 Slight A27 CHICHESTER BYPASS CHICHESTER At Junction of A259 BOGNOR ROAD outside ON ROUNDABOUT Accident 56 of 173

Date & time.....Monday 08/07/2013 07:54
Grid reference.....487781/104172
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....60 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Inexperience of driving on the left (Driver/Rider - Behaviour)	Vehicle 001	Very likely	

Accident Description
IT WOULD APPEAR THAT VEHICLE TWO WAS DRIVING EAST ALONG THE A27 FROM PORTSMOUTH WHEN IT APPROACHED THE ROUNDABOUT IN LANE TWO INTENDING TO CONTINUE ITS JOURNEY ON THE A27 EASTBOUND. VEHICLE ONE WAS ALSO APPROACHING THE R/A EASTBOUND IN LANE ONE. THE DRIVER INTEDED TO TURN RIGHT TOWARDS BOGNOR REGIS. AS THE TWO VEHICLES NEGOTIATED THE ROUNDABOUT VEHICLE ONES OFF SIDE COLLIDED WITH VEHICLE TWOS NEARSIDE.

2 Vehicles

Vehicle number.....1
Other vehicle.....2
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....37
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....1
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....29
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....29
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1303611 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 57 of 173

Date & time.....Saturday 13/07/2013 19:52
Grid reference.....487816/104125
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 HAS ENTERED THE ROUNDABOUT FAILING TO GIVE WAY TO V2 WHICH IS ON THE ROUNDABOUT. V2 HAS TAKEN AVOIDING ACTION WHICH HAS RESULTED IN RIDER, PILLION AND MOTORCYCLE FALLING ONTO THE FLOOR.

2 Vehicles

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

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....39
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South east
Manoeuvres.....Turning left
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....62
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1303961 Slight B2145 HUNSTON ROAD CHICHESTER 200m North of B2166 Accident 58 of 173

Date & time.....Wednesday 31/07/2013 17:48
Grid reference.....486840/102883
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

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

Accident Description
VICTIM WAS WALKING NORTH FROM BUS STOP ON B2145 AND WAS STRUCK ON HER LEFT ELBOW BY PASSING CAR WHICH CAUSED HER TO FALL OVER.

1 Vehicle

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....Yes
Breath test.....Not requested
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Female
Age.....29
Severity.....Slight
Vehicle no.....1
Ped Direction.....Northbound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On footway or verge
Pedestrian movement..Walking - facing traffic
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1304330 Slight A27 CHICHESTER 200M WEST OF A259 Accident 59 of 173

Date & time.....Tuesday 20/08/2013 07:35
Grid reference.....487690/103901
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

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

Accident Description
VEHICLE 2 WAS STATIONARY IN LANE 2 IN QUEUING TRAFFIC. VEHILCE 1 HAS HIT INTO THE BACK OF VEHICLE 2 AT SPEED CAUSING DAMAGE TO REAR DOORS

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....37
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....50
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....25
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1304600 Slight U GOSSAMER LANE BOGNOR REGIS AT JUNCTION OF U BARRACK LANE Accident 60 of 173

Date & time.....Monday 02/09/2013 07:52
Grid reference.....491193/98885
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Junction restart (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
CYCLIST RIDING EAST ALONG GOSSAMER LANE GOING ONTO ROUNDABOUT AT JUNCTION WITH BARRACK LANE. V1 MOVED ONTO ROUNDABOUT AND CYCLIST COLLIDED WITH CAR. UNKNOWN WHICH HIT WHICH AT THIS TIME. CYCLIST HAS GONE UP OVER THE BONNET AND HIT WINDSCREEN OF V1.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....45
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....32
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1304771 Slight A259 CHICHESTER AT JUNCTION OF A27 Accident 61 of 173

Date & time.....Tuesday 10/09/2013 10:05
Grid reference.....487803/104110
District.....Chichester
Primary road.....A259
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 FACING NORTH, STATIONARY IN NEARSIDE LANE APPROACHING BOGNOR BRIDGE ROUNDABOUT JUNCTION WITH A27. V1 FACING IN SAME DIRECTION, BEHIND V2. V1 HAS DRIVEN INTO THE REAR OF V2 CAUSING DAMAGE TO THE OFFSIDE REAR. SECTION 170 COMPLIANT BUT INJURY REPORTED TO PASSENGER IN V2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....25
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....74
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....70

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1304887 Serious A27 CHICHESTER CHICHESTER 248M SOUTH OF A259 Accident 62 of 173

Date & time.....Tuesday 17/09/2013 07:21
Grid reference.....487686/103892
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	
Swerved (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
VEHICLE 2 HAS BEEN PARKED,UNATTENDED IN A LAYBY ON THE A27 WESTBOUND IN CHICHESTER. VEHICLE 1 HAS BEEN TRAVELLING WESTBOUND ON THE A27 IN CHICHESTER AND HAS LEFT THE ROAD TO THE NEARSIDE, ENTERING THE LAYBY COLLIDING WITH VEHICLE 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

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

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On lay-by
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....42
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....40
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1304947 Slight B2145 CHICHESTER AT JUNCTION OF A27 CHICHESTER BY PASS OUTSIDE ON THE R/A Accident 63 of 173

Date & time.....Thursday 19/09/2013 08:27
Grid reference.....486885/103625
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Following too close (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

Accident Description
V1 AND V2 WERE BOTH SAT STATIONARY AT THE ROUNDABOUT WAITING FOR A GAP IN THE TRAFFIC. V1 THINKS V2 IS PULLING AWAY AND COLLIDES WITH THE REAR.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....31
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1305048 Slight A27 CHICHESTER 200M SOUTH OF U VINNETROW ROAD OUTSIDE APPROACH TO BOGNOR ROAD RA Accident 64 of 173

Date & time.....Wednesday 25/09/2013 12:15
Grid reference.....487683/103913
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Unknown
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

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

Accident Description

V2 TRAVELLING EASTBOUND ON A27 APPROACHING BOGNOR BRIDGE R/A. V2 HAS SLOWED AND STOPPED FOR QUEUING TRAFFIC. V1 HAS FAILED TO NOTICE THAT V2 HAS STOPPED AND HAS SWERVED TO AVOID HITTING THE REAR OF V2. V1 HAS SCRAPPED DOWN THE O/S OF V2 AND SCRAPPED DOWN THE CENTRAL BARRIER. DRIVER OF V1 REPORTED FOR DRIVING OTHERWISE THAN IN ACCORDANCE, DRIVING WITH DEFECTIVE EYESIGHT (VIEWED NUMBERPLATE FROM 6.8M)AND MAKING A FALSE STATEMENT TO OBTAIN INSURANCE

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way offside onto central res.
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Central crash barrier
Parts damaged..... / /
Driver gender.....Male
Driver age.....67
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South west East
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....43
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

2 Casualties

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

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

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Male
Age.....43
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1305303 Slight A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD Accident 65 of 173

Date & time.....Monday 07/10/2013 10:30
Grid reference.....486911/103692
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE 1 HAS EXITED THE B2145 ONTO THE A27 ON THE ROUNDABOUT. THE DRIVER HAS FAILED TO LOOK PROPERLY TO THE RIGHT AS HE SHOULD DO AND A VEHICLE (VEHICLE 2) ALREADY ON THE ROUNDABOUT COMING FROM THE RIGHT HAS COLLIDED WITH VEHICLE 1.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....54
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....68
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....54
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1305560 Slight A27 CHICHESTER AT JUNCTION OF B2145 Accident 66 of 173

Date & time.....Friday 18/10/2013 14:39
Grid reference.....486864/103667
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperience of driving on the left (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
VEHICLE 2 TRAVELLING WEST ON A27 DUAL CARRIGEWAY IN OFFSIDE LANE TOWARDS ROAUNDABOUT INTENDING TO GO STRAIGHT AHEAD. VEHICLE 1 ALSO TRAVELLING WEST IN NEARSIDE LANE INTENDING TO TURN RIGHT AT ROUNDABOUT ENTERS ROUNDABOUT AND COLLIDES WITH VEHICLE 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Goods > 7.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Articulated veh.
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....33
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....0
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1305879 Slight U NYETIMBER LANE BOGNOR REGIS AT JUNCTION OF U GOSSAMER LANE OUTSIDE ON THE JNC Accident 67 of 173

Date & time.....Saturday 02/11/2013 06:39
Grid reference.....490599/99163
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/unknown
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Automatic traffic signal
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Rider wearing dark clothing (Driver/Rider - Impairment)	Vehicle 001	Possible	
Not displaying lights at night or poor visibility (Driver/Rider - Impairment)	Vehicle 001	Possible	
Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

Accident Description
V1 WAS TRAVELLING WEST ON GOSSAMER LANE BELIEVE HAD GONE THROUGH A RED LIGHT V2 WAS PULLING OUT OF NYETIMBER LANE TO GO EAST ON A GREEN LIGHT SLOW MOVING V1 STRUCK FRONT OF V2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....80
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1306329 Serious U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U CARLTON AVENUE OUTSIDE AT JUNCTION Accident 68 of 173

Date & time.....Friday 22/11/2013 16:48
Grid reference.....490171/99263
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....One Way St
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Crossed road masked by stationary or parked vehicle (Pedestrian)	Casualty 001	Very likely	No - reported over the counter
Failed to look properly (Pedestrian)	Casualty 001	Very likely	

Accident Description
APAARANTLY VEH 1 WAS TRAVELLING AT A SAFE AND CORRECT SPEED WHEN THE YOUNG PEDESTRIAN RAN OUT INTO THE ROAD FROM BEHIND PARKED CARS.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....43
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....11
Severity.....Serious
Vehicle no.....1
Ped Direction.....Unknown
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's nearside - Roadw
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1306481 Slight U HEWARTS LANE ALDWICK AT JUNCTION OF U ROSE GREEN ROAD Accident 69 of 173

Date & time.....Friday 29/11/2013 18:31
Grid reference.....490627/99363
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEH 1 EXITING FROM A ONE WAY ROAD INTO A MAIN ROAD. FAILED TO SEE CYCLIST WHO HAD RIGHT OF WAY AND HIT CYCLIST.

2 Vehicles

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

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

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....49
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1306505 Slight U SEFTER ROAD BOGNOR 50M EAST OF C44 PAGHAM RD Accident 70 of 173

Date & time.....Sunday 01/12/2013 02:44
Grid reference.....489507/99525
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Aggressive driving (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description
V1 FAILED TO STOP FOR MARKED POLICE VEHICLE, THEN FAILED TO NEGOTIATE LEFT HAND BEND LEFT ROAD TO THE NEARSIDE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East North west
Manoeuvres.....Going ahead right hand bend
Skidding.....Yes & Overturned
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....19
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

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

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....41
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....19
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....19
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1306550 Serious U HOOK LANE PAGHAM AT JUNCTION OF U SEFTER ROAD Accident 71 of 173

Date & time.....Tuesday 03/12/2013 15:02
Grid reference.....489859/99372
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Illness or disability, mental or physical (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes

Accident Description
VEH 1 IS TRAVELLING EAST TO WEST ALONG SEFTER ROAD AND IS SEEN SWERVING ACROSS THE ROAD. VEH 2 IS WAITING AT THE JUNCTION AND IS THEREFORE STATIONARY, HAVING TRAVELLED SOUTH TO NORTH TO THE JUNCTION OF HOOK LANE AND SEFTER ROAD. VEH 1 CRASHES INTO VEH 2AND THE DRIVER IS SEEN TO BE PURPLE IN THE FACE AND UNRESPONSIVE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....57
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....54
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....57
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Female
Age.....54
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1307025 Slight B2166 LAGNESS ROAD LAGNESS AT JUNCTION OF B2166 PAGHAM ROAD Accident 72 of 173

Date & time.....Thursday 26/12/2013 11:10
Grid reference.....489406/101639
District.....Arun
Primary road.....B2166
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Ice

Contributory Factors	Participant	Confidence	Did a police officer attend?
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes

Accident Description
VEH1 TRAVELLING NORTH LOSES CONTROL ON BEND DUE TO ICE AND SLIDES INTO DITCH. DRIVER SUSTAINS SLIGHT INJURY.

1 Vehicle

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....22

Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1400476 Slight B2166 LAGNESS ROAD CHICHESTER AT JUNCTION OF U VINNETROW ROAD Accident 73 of 173

Date & time.....Saturday 25/01/2014 14:21
Grid reference.....488049/102470
District.....Chichester
Primary road.....B2166
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 APPROACHED ROUNDABOUT AND FAILED TO SEE THAT V2 WAS ALREADY NEGOTIATING THE ROUNDABOUT PRIOR TO MOVING OFF AND STRUCK THE NEARSIDE OF V2.

2 Vehicles

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

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

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....66
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....66
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1400621 Slight U NYETIMBER LANE BOGNOR REGIS 50M WEST OF U SPRINGFIELD OUTSIDE LION PUB Accident 74 of 173

Date & time.....Saturday 01/02/2014 00:01
Grid reference.....489287/98531
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Rain
Lighting.....Dark/unknown
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 002	Very likely	Yes

Accident Description
UNKNOWN V1 STRUCK V2 PEDAL CYCLIST FROM BEHIND HIT & RUN

2 Vehicles

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

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....38
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....38
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1400700 Slight U CARLTON ROAD BOGNOR REGIS AT JUNCTION OF U FROBISHER ROAD Accident 75 of 173

Date & time.....Thursday 06/02/2014 08:50
Grid reference.....490160/98985
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Rain Wind
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

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

Accident Description
VEHICLE TWO TRAVELLING NORTH ALONG CARLTON AVENUE, WAS AWARE OF STATIONARY VEHICLES PARKED TO HIS RIGHT HAND SIDE, SUDDENLY BOY CYCLIST CAME FROM BEHIND PARKED CARS TRAVELLING EAST TO WEST AND MADE CONTACT WITH VEHICLE TWO CAUSING CYLIST TO COME OFF CYCLE AND HIT THE GROUND. YOUTH WAS TAKEN TO HOSPITAL FOR MINOR LEG INJURY. HENCE REPORT.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....10
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Pupil riding to/from school

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Cleared junction or parked at junctio
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....80
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....10
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1400740 Slight B2145 HUNSTON ROAD HUNSTON 25M NORTH OF B2166 HUNSTON OUTSIDE ELECTRICITY SUBSTATION Accident 76 of 173

Date & time.....Thursday 06/02/2014 17:50
Grid reference.....486882/102650
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Rain
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Junction restart (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEH1 TRAVELLING NORTHBOUND HAVING COME OFF ROUNDABOUT STRAYED INTO SOUTHBOUND LANE STRIKING SIDE OF VEH2. FAILED TO STOP AT SCENE.

2 Vehicles

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

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

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

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....49
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1400942 Serious U ALDWICK STREET ALDWICK AT JUNCTION OF U BARRACK LANE Accident 77 of 173

Date & time.....Monday 17/02/2014 20:45
Grid reference.....491176/98874
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Mini Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	Vehicle 001	Possible	No - reported over the counter
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
V1 FAILED TO GIVE WAY TO PEDAL CYCLE ON ROUNDABOUT. COLLIDED CAUSING SERIOUS INJURY.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....35
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

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

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

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1400995 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 78 of 173

Date & time.....Friday 21/02/2014 11:25
Grid reference.....487792/104180
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
V1 AND V2 WERE BOTH TRAVELLING EASTBOUND ON THE A27 ON THE CHICHESTER BYPASS APPROACHING THE ROUNDABOUT WITH THE A259. V1 WAS IN THE INSIDE LANE, V2 WAS IN THE OUTSIDE LANE. AS BOTH VEHICLES HAVE ENTERED THE ROUNDABOUT AT APPROXIMATELY THE SAME TIME, V2HAS GONE TO CONTINUE STRAIGHT AHEAD AND V1 HAS CONTINUED TO DRIVE AROUND THE ROUNDABOUT WITH A VIEW TO TURN OFF TOWARDS BOGNOR ON THE A259. AS V2 HAS GONE TO EXIT THE ROUNDABOUT, THE REAR NEARSIDE CORNER OF THE VEHICLE HAS COLLIDED WITH THE FRONT

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Goods 3.5 - 7.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Overtaking on nearside
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....23
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

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

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

2 Casualties

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....12
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Rear seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1401007 Serious B2166 LAGNESS ROAD BOGNOR REGIS 70M NORTH OF U LOWER BOGNOR ROAD Accident 79 of 173

Date & time.....Saturday 22/02/2014 08:15
Grid reference.....489546/101116
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	Vehicle 001	Very likely	
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	
Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Possible	Yes

Accident Description
VEHICLE ONE COLLIDED WITH FRONT OFFSIDE OF VEHICLE 2 TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE 1 THEN LEFT THE NEARSIDE OF THE ROAD AND INTO A DITCH.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Female
Driver age.....30
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Goods > 7.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....38
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....30
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1401016 Slight U NYETIMBER LANE BOGNOR REGIS AT JUNCTION OF U PRYORS LANE OUTSIDE J/W Accident 80 of 173

Date & time.....Friday 21/02/2014 15:20
Grid reference.....490407/98947
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

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

Accident Description
BOTH VEHS NORTH V2 STATIONARY INDICATING & WAITING TO MAKE RT TURN INTO PRYORS LANE WAS HIT IN REAR BY V1 WHICH HAD NOT RESPONDED TO SITUATION

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....45
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South west South
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....45
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....45
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1401374 Slight B2166 PAGHAM ROAD CHICHESTER AT JUNCTION OF B2166 LOWER BOGNOR ROAD OUTSIDE ROYAL OAK PUBLIC HOUSE Accident 81 of 173

Date & time.....Wednesday 12/03/2014 17:49
Grid reference.....489564/100935
District.....Arun
Primary road.....B2166
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 FAILED TO SEE THE APPROACHING CYCLIST (V2), AND STARTED TO PULL OUT OF JUNCTION. V2 STRUCK THE FRONT OFF SIDE DOOR BEFORE COMING TO REST.

2 Vehicles

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

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1401438 Slight A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD Accident 82 of 173

Date & time.....Sunday 16/03/2014 07:03
Grid reference.....486932/103692
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE NEGOTIATING ROUNDABOUT TRAVELLING EAST. DRIVER DAZZLED BY BRIGHT SUNLIGHT AND LOST CONTROL COLLIDING WITH A LAMP POST.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Lamp post
Parts damaged..... / /
Driver gender.....Female
Driver age.....72
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....72
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1401451 Serious A27 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE BOGNOR BRIDGE RA Accident 83 of 173

Date & time.....Sunday 16/03/2014 19:22
Grid reference.....487809/104156
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 002	Possible	

Accident Description
2 VEHICLES ENTER RA, COLLIDE RESULTING IN V1 OVERTURNING

2 Vehicles

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

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

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....44
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....26
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1402468 Slight A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD Accident 84 of 173

Date & time.....Tuesday 06/05/2014 07:20
Grid reference.....486915/103693
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Very likely	Yes
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 002	Possible	

Accident Description
SPANISH HGV IN LEFT LANE OF EASTBOUND CARRIAGEWAY A27. VAUXHALL ASTRA VAN IN RIGHT HAND LANE OF EAST BOUND CARRIAGEWAY A27. VAUXHALL INTENDS TO PROGRESS EASTBOUND, SPANISH HGV INTENDS TO USE BOTH LANES TO PROGRESS TO THIRD EXIT. NEITHER ANTICIPATE THE OTHER AND VAUXHALL COLLIDES WITH TRAILER GUARD OF HGV AS HGV TURNS ACROSS THE VAUXHALLS PATH AND IMPEDES IT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Goods > 7.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Articulated veh.
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....45
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....21
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1402888 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 85 of 173

Date & time.....Sunday 25/05/2014 16:34
Grid reference.....487818/104146
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Possible	Yes

Accident Description
BOTH V1 AND V2 ENTERED ONTO THE BOGNOR BRIDGE R/A FROM CHICHESTER ON THE BOGNOR ROAD. V1 WAS IN LANE 1 ON THE R/A AND V2 IN LANE 2. V2'S INTENTION WAS TO GO AHEAD ONTO THE A259 TOWARDS BOGNOR, V1 ONTO VINNETROW ROAD. V2 ANTICIPATED V1 TRAVELLING IN THE SAME DIRECTION, V1 CONTINUED AROUND THE R/A TOWARDS VINNETROW ROAD AND A COLLISION OCCURRED. V2 HIT V3 WAITING TO ENTER THE R/A.

3 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....42
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....32
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....63
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....42
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Male
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1403178 Slight U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U HEWARTS LANE OUTSIDE AT JUNCTION Accident 86 of 173

Date & time.....Friday 06/06/2014 11:08
Grid reference.....490622/99362
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEH 1 EXITED FROM A SIDE ROAD WITHOUT GIVING WAY AND COLLIDED WITH THE APPROACHING CYCLIST.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....68
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....47
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1403374 Slight U GOSSAMAR LANE BOGNOR REGIS AT JUNCTION OF U SEFTON AVENUE Accident 87 of 173

Date & time.....Monday 16/06/2014 18:00
Grid reference.....490764/99105
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 2 WESTBOUND ON GOSSAMAR LANE TOWARDS ABOVE JUNCTION. VEHICLE 1 ALSO WESTBOUND BEHIND A LINE OF TRAFFIC HEADED BY VEHICLE 2. VEHICLE 2 INDICATES TO TURN RIGHT INTO SEFTON AVENUE. VEHICLE 1 OVERTAKES LINE OF TRAFFIC AND IN TURN VEHICLE 2 AS VEHICLE 2 COMMENCES RIGHT TURN. BOTH VEHICLES COLLIDE CAUSING RIDER OF VEHICLE 1 TO FALL FROM MACHINE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....O/T moving vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Commuting to/from work

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....39
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....26
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1403612 Serious U VINNETROW ROAD CHICHESTER AT JUNCTION OF U PRIVATE ROAD ENTRANCE OUTSIDE LAKESIDE HOLIDAY PARK Accident 88 of 173

Date & time.....Friday 27/06/2014 09:07
Grid reference.....487921/103656
District.....Chichester
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 TRAVELLING NORTH WHEN V1 HAS PULLED OUT OF A JUNCTION INTO THE PATH OF V2 WHO HAS TRIED TO TAKE AVOIDING ACTION BUT WAS UNABLE TO AVOID A COLLISION WITH V1.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....South west South east
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....47
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....25
Severity.....Serious
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1403614 Slight U LION ROAD PAGHAM 50M NORTH OF U NYETIMBER LANE Accident 89 of 173

Date & time.....Friday 27/06/2014 13:21
Grid reference.....489398/98563
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

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

Accident Description
THE DRIVER OF VEHICLE 1 WAS ATTEMPTING TO REVERSE AND PARK HIS CAR OUTSIDE HIS HOME ADDRESS WHEN A MEMBER OF THE PUBLIC HAS CROSSED THE ROAD BEHIND HIS VEHICLE. THE REAR NEARSIDE WHEEL HAS GONE OVER THE PEDESTRIANS LEFT FOOT CAUSING INJURY.

1 Vehicle

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....70
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Female
Age.....56
Severity.....Slight
Vehicle no.....1
Ped Direction.....East bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, crossing elsewhere
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1403900 Serious U NYETIMBER LANE ALDWICK 21M NORTH OF U NYETIMBER CLOSE OUTSIDE 116 NYETIMBER LANE Accident 90 of 173

Date & time.....Thursday 10/07/2014 14:45
Grid reference.....490029/98740
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	Vehicle 001	Very likely	
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes

Accident Description
V1 TRAVELLING NORTH COLLIDES WITH THE REAR OF V2 PEDAL CYCLE, TRAVELLING IN SAME DIRECTION. V1 CAUSES DAMAGE TO CYCLE AND INJURY TO RIDER DUE TO THEM BEING KNOCKED OFF. V1 FAILS TO STOP AND IS FOLLOWED BY A WITNESS.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....84
Hit and Run.....Yes
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....61
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1404013 Slight A27 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE APPROX 30 YARDS EAST OF BOGNOR BRIDGE RA Accident 91 of 173

Date & time.....Wednesday 16/07/2014 11:54
Grid reference.....487793/104181
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 HAD EXITED BOGNOR BRIDGE RA IN LANE 1 OF THE A27 TRAVELLING NORTH. V2 WAS TRAVELLING IN LANE 2. V1 MOVED ACROSS INTO L2 AND COLLIDED WITH V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Changing lane to right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....27
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....62
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....27
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1404084 Serious A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF B2145 Accident 92 of 173

Date & time.....Friday 18/07/2014 13:12
Grid reference.....486924/103660
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLES 1 AND 2 WERE TRAVELLING WEST IN LANE 1 ON THE A27 AT CHICHESTER. VEHICLE 2 HAS APPROACHED THE WHYKE ROUNDABOUT AND HAS STOPPED TO GIVE WAY TO TRAFFIC USING THE ROUNDBAOUT TRAVELLED DOWN THE NEARSIDE OF VEHICLE 2 RUNNING OVER THE FOOT OF THE RIDER OF VEHICLE 2.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....71
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 125 - 500cc
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....35
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1404799 Slight B2166 LAGNESS ROAD CHICHESTER AT JUNCTION OF U ENTANCE TO RUNCTON FARM SHOP OUTSIDE RUNCTON FARM SHOP Accident 93 of 173

Date & time.....Wednesday 20/08/2014 08:27
Grid reference.....489095/101963
District.....Chichester
Primary road.....B2166
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....40 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE 2 TRAVELLING NORTH WEST APPROACHING ENTRANCE TO FARM SHOP, TURNING RIGHT IN TO RUNCTION FARM SHOP, VEHUICLE 1 OVERTOOK VEHIUCLE 2 AND COLLIDED WITH THE SAME. MINOR INJURY TO M/C RIDER.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....20
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North east
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....40
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....20
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1404823 Serious A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE BOGNOR ROUNDABOUT Accident 94 of 173

Date & time.....Wednesday 20/08/2014 16:20
Grid reference.....487790/104107
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 WAS IN LANE TWO INDICATING TO TURN RIGHT INTO BOGNOR ROAD WHEN MOTORCYCLE STALLED. V1, ALSO IN LANE TWO, HAS COLLIDED WITH REAR OF V2, CAUSING DAMAGE TO V2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....25
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1404978 Slight A27 CHICHESTER AT JUNCTION OF B2145 OUTSIDE ON WHYKE ROUNDABOUT Accident 95 of 173

Date & time.....Thursday 28/08/2014 12:58
Grid reference.....486920/103684
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

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

Accident Description
VEHICLE 2 NEGOTIATING ROUNDABOUT LANE TWO, ABOUT TO EXIT TRAVELLING FROM SOUTH TO EAST LANE TWO, VEHICLE 1 FOREIGN HGV LEFT HAND DRIVE NEGOTIATED ROUNDABOUT LANE ONE FROM WEST TO SOUTH, VEHICLE 1 COLLIDED WITH VEHICLE 2 AS VEHICLE 2 WAS ON EXIT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Goods > 7.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....Articulated veh.
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....63
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Goods 3.5 - 7.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....35
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

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

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

Casualty number.....3
Casualty class.....Passenger
Gender.....Male
Age.....94
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1405051 Slight A27 CHICHESTER 400M WEST OF A259 Accident 96 of 173

Date & time.....Sunday 31/08/2014 10:39
Grid reference.....487619/103842
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Vehicle door opened or closed negiligently (Special Codes)	Casualty 001	Very likely	Yes

Accident Description
VEHICLE TRAVELLING EAST ON A27 DUAL CARRIAGEWAY. REAR OFFSIDE PASSENGER UNCLIPS SEATBELT, OPENS PASSENGER DOOR AND EXITS VEHICLE AT APPROXIMATELY 30MPH CAUSING INJURY.

1 Vehicle

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

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....62
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....16
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1405075 Serious U ALDWICK ROAD BOGNOR REGIS AT JUNCTION OF B2166 LOWER BOGNOR ROAD Accident 97 of 173

Date & time.....Tuesday 02/09/2014 19:20
Grid reference.....491436/99219
District.....Arun
Primary road.....U
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
TOYOTA YARIS TRAVELLING SOUTH ON LOWER BOGNOR ROAD, CYCLIST TRAVELLING EAST ON ALDWICK ROAD. CYCLIST ENTERS ROUNDABOUT AND CONTINUES EAST, TOYOTA ENTERS ROUNDABOUT AND COLLIDES WITH NEARSIDE OF CYCLIST CAUSING INJURY.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....24
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....24
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1405093 Slight U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U GROSVENOR GARDENS Accident 98 of 173

Date & time.....Wednesday 03/09/2014 15:20
Grid reference.....490207/99262
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Illness or disability, mental or physical (Driver/Rider - Impairment)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
VEHICLE TRAVELLING WEST ON GROSVENOR GARDENS WHEN DRIVER SUFFERS MEDICAL EPISODE AT THE WHEEL. VEHICLE CROSSES THE CARRIAGEWAY. MOUNTS THE PAVEMENT AND COLLIDES WITH A ROAD SIGN WHICH STOPS THE VEHICLE.

1 Vehicle

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Road sign or signal
Parts damaged..... / /
Driver gender.....Male
Driver age.....75
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....75
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1405258 Serious U ROSE GREEN ROAD BOGNOR REGIS AT JUNCTION OF U OSBORNE WAY Accident 99 of 173

Date & time.....Saturday 06/09/2014 06:10
Grid reference.....490060/99288
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 (PEDAL CYCLE) TRAVELLING WEST ON ROSE GREEN ROAD. V1 HAS PASSED V2 AND KNOCKED CYCLIST FROM HIS BICYCLE. CYCLIST HAS SUSTAINED SERIOUS INJURY BY DEFINITION TO LEFT SHOULDER AS HE HAS COLLIDED WITH PAVEMENT.

2 Vehicles

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

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

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....50
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1405519 Slight B2166 LOWER BOGNOR ROAD BOGNOR REGIS AT JUNCTION OF B2166 ALDWICK ROAD Accident 100 of 173

Date & time.....Thursday 25/09/2014 14:00
Grid reference.....491428/99224
District.....Arun
Primary road.....B2166
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 (PEDAL CYCLE) TRAVELLING WEST TO EAST ON THE ROUNDABOUT OF LOWER BOGNOR ROAD AND ALDWICK ROAD. V1 HAS PULLED OUT OF LOWER BOGNOR ROAD INTO THE PATH OF V2. V2 HAS COLLIDED WITH THE OFFSIDE FRONT DOOR OF V1 AND HAS FALLEN WITH PEDAL CYLE INTO ROAD SUSTAINING INJURY.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....18
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....18
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1405569 Slight A259 BOGNOR ROAD CHICHESTER AT JUNCTION OF A27 Accident 101 of 173

Date & time.....Tuesday 23/09/2014 07:22
Grid reference.....487815/104152
District.....Chichester
Primary road.....A259
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 WAS IN THE LEFT HAND LANE (TWO CARRIAGEWAYS)APPROACHING THE ROUNDABOUT. VEH 2 WAS IN THE RIGHT HAND LANE OF THE SAME CARRIAGEWAY. AS THE VEHICLES ENTERED THE ROUNDABOUT, V1 TRIED TO TAKE THE FOURTH EXIT OF THE ROUNDABOUT (TO HEAD WESTBOUND ON THE A27) AND COLLIDED WITH V2 WHICH INTENDED TO GO STRAIGHT ON TOWARDS BOGNOR ON THE A259. VEHICLE 1 WAS CLEARLY IN THE WRONG LANE FOR ITS INTENDED DIRECTION OF TRAVEL. DAMAGE ONLY BELIEVED AT THE TIME, HOWEVER MINOR INJURY NOW REPORTED BY DRIVER OF V2.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....25
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....25
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1405973 Slight A27 WHYKE ROUNDABOUT CHICHESTER AT JUNCTION OF B2145 HUNSTON ROAD OUTSIDE JUNCTION OF INSIDE LANE A27 Accident 102 of 173

Date & time.....Sunday 12/10/2014 11:30
Grid reference.....486915/103663
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEH 2 TRAVELLING SOUTH ACROSS A27 TOWARDS HUNSTON ROAD. VEH 1 TRAVELLING EASTBOUND ON A27 FAILED TO STOP AT RA AND STRUCK REAR OF VEH 1

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1405998 Slight A27 CHICHESTER AT JUNCTION OF B2145 OUTSIDE ON ROUNDABOUT Accident 103 of 173

Date & time.....Sunday 12/10/2014 12:22
Grid reference.....486867/103661
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE TWO ON THE ROUNDABOUT DUE TO EXIT WEST, VEHICLE ONE ENTERING THE ROUNDABOUT FROM THE SOUTH TO EXIT NORTH, COLLIDED WITH VEHICLE TWO ON ROUNDABOUT.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....81
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....42
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....42
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1406091 Slight A27 CHICHESTER AT JUNCTION OF U VINNETROW ROAD Accident 104 of 173

Date & time.....Friday 17/10/2014 08:10
Grid reference.....487781/104103
District.....Chichester
Primary road.....A27
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 1 TRAVELLING SOUTH ON A27 EXITS ABOVE ROUNDABOUT JUNCTION WHEN DRIVER LOSES CONTROL AND COLLIDES WITH KERB CAUSING DAMAGE AND INJURY.

1 Vehicle

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....21
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1407004 Slight U SEFTER ROAD BOGNOR REGIS AT JUNCTION OF U ROSE GREEN ROAD Accident 105 of 173

Date & time.....Thursday 27/11/2014 16:25
Grid reference.....490204/99256
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Unknown
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE TWO (MOTOR CYCLE) TRAVELLING EAST ALONG SEFTER ROAD, VEHICLE ONE PULLED OUT OF ROSE GREEN ROAD TRAVELLING SOUTH STRUCK VEHICLE TWO CASUING DAMAGE TO MOTORCYCLE, VEHICLE ONE FAILED TO STOP AND EXCHANGE DETAILS, THE VRM WAS NOTED AND TAKEN DOWN BYINDEPENDENT WITNESS WHO STATED IT WAS A FEMALE DRIVER.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....61
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1407215 Slight B2166 ALDWICK ROAD BOGNOR REGIS AT JUNCTION OF U ALDWICK STREET Accident 106 of 173

Date & time.....Monday 08/12/2014 14:23
Grid reference.....491195/98882
District.....Arun
Primary road.....B2166
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	Yes

Accident Description
V1 JOINING ROUNDABOUT FROM ALDWICK ROAD AND TURNING LEFT ONTO ALDWICK STREET HIT BY CYCLIST JOINING ROUNDABOUT FROM GOSSOMER LANE AND CONTINUING STRAIGHT ON TO ALDWICK STREET CAUSING CYCLIST TO FALL OFF AND SUSTAIN CUT TO HAND.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....81
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....35
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1407232 Serious A27 CHICHESTER 100M WEST OF A259 BOGNOR ROAD Accident 107 of 173

Date & time.....Tuesday 09/12/2014 18:53
Grid reference.....487750/104039
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Rain
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Slip road
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

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

Accident Description
DRIVER OF VEHICLE 1 STATED THAT HE HAD TRIED TO APPLY THE BRAKES GRADUALLY BUT DIDN'T SLOW DOWN, HE THEN PUT THE BRAKES ON FULLY AND VEHICLE DID NOT STOP. VEHICLE 1 COLLIDED WITH THE REAR OF VEHICLE 2 WHO HAD STOPPED IN TRAFFIC. DRIVER OF VEHICLE 2STATED THAT HE HAD STOPPED IN TRAFFIC AND APPLIED THE HANDBRAKE WHEN HE WAS SUBSEQUENTLY HIT FROM THE REAR BY VEHICLE 1. PASSENGER OF VEHICLE 1 HAD SLIGHT INJURIES TO BACK, CHEST AND SHOULDER, POSSIBLY WHIPLASH.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West North east
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....64
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....20
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1407331 Serious A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD OUTSIDE WHYKE ROAD ROUNDABOUT A27 Accident 108 of 173

Date & time.....Monday 08/12/2014 10:18
Grid reference.....486910/103693
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 WAS DRIVING SOUTHBOUND ACROSS A27 WHYKE ROAD ROUNDABOUT ON THE LEFT HAND LANE WITH THE INTENTION OF HEADING SOUTH AND GOING TO TAKE THE 2ND EXIT FROM THE ROUNDABOUT. V2 TRAVELLING EASTBOUND ON A27 MADE CONTACT WITH THE FRONT OF V1. V1 FAILED TO GIVE WAY TO V2 AT ROUNDABOUT.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....78
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....36
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....78
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1407543 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 109 of 173

Date & time.....Monday 22/12/2014 07:20
Grid reference.....487794/104171
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Wet

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

Accident Description
V1 HGV IS TRAVELLING EASTBOUND APPROACHING BOGNOR BRIDGE R/A IN LANE 1. V2 ALSO TRAVELLING IS SAME DIRECTION IN LANE 2. V1 HAS EITHER NOT KEPT PROPER LANE ETIQUETTE AND DRIVEN INTO V2 OR HAS TRIED TURNING RIGHT IN INSIDE LANE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Goods > 7.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Overtaking on nearside
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Articulated veh.
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....Single Trailer
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....32
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

3 Casualties

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

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....28
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....3
Casualty class.....Driver or Rider
Gender.....Male
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1500075 Slight U PRYORS LANE BOGNOR REGIS 50M SOUTH OF U NYETIMBER LANE Accident 110 of 173

Date & time.....Monday 05/01/2015 15:51
Grid reference.....490443/98777
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

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

Accident Description
DRIVER OF VEHICLE 1 MISTAKES THE ACCELERATOR FOR THE BRAKE WHEN PULLING OUT OF THE DOCTORS SURGERY CAR PARK, HITS TWO BOLLARDS, DAMAGING THEM, HITS A PARKED CAR WHICH HITS ANOTHER PARKED CAR AND THEN CONTINUES THROUGH THE WALL INTO THE DOCTORS SURGERY LEAVING THE CAR EMBEDDED IN IT.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..Parked vehicle unlit
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Female
Driver age.....72
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

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

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....72
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1500328 Slight B2166 BOGNOR REGIS 300M NORTH OF B2166 LOWER BONGOR ROAD Accident 111 of 173

Date & time.....Saturday 17/01/2015 09:43
Grid reference.....489437/101550
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes

Accident Description
V1 WAS TRAVELLING SOUTH ON THE B2166 WHEN HIT A PATCH OF ICE, V1 DRIVER HAS LOST CONTROL AND SKIDDED INTO DITCH

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Male
Driver age.....24
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....31
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1500562 Slight B2145 CHICHESTER 200M NORTH OF B2166 OUTSIDE BERRYMEAD FARM Accident 112 of 173

Date & time.....Monday 26/01/2015 06:31
Grid reference.....486836/102981
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

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

Accident Description
IT WOULD APPEAR THAT VEHICLE ONE WAS TRAVELLING SOUTH ON THE B2145 AND VEHICLE TWO TRAVELLING NORTH. AS THE TWO VEHICLES WERE APPROACHING EACH OTHER VEHICLE ONE MOVED SLIGHTLY OVER THE CENTER OF THE ROAD AND COLLIDED WITH THE ONCOMING VEHICLE.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....22
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....61
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1500829 Slight A27 CHICHESTER 75M SOUTH OF A259 Accident 113 of 173

Date & time.....Monday 09/02/2015 18:35
Grid reference.....487749/104030
District.....Chichester
Primary road.....A27
Secondary road.....
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

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

Accident Description
VEH1 CAME OFF ROUNDABOUT AND COLLIDED WITH CENTRAL RESERVATION CAUSING FRONT OFF-SIDE WHEEL TO BECOME DETACHED FROM THE VEHICLE. V1 THEN SKIDDED ALONG CENTRAL RESERVATION, COMING TO A REST APPROXIMATELY 40M DOWN THE ROAD

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South east
Manoeuvres.....Going ahead left hand bend
Skidding.....No
Left c'way.....Left c'way offside onto central res.
Towbarred.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Central crash barrier
Parts damaged..... / /
Driver gender.....Female
Driver age.....60
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1501543 Slight U NYETIMBER LANE BOGNOR REGIS AT JUNCTION OF U PRYORS LANE OUTSIDE SOUTH JUNCTION OF NYETIMBER/PRYORS LANE Accident 114 of 173

Date & time.....Wednesday 18/03/2015 14:20
Grid reference.....489953/98532
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 002	Possible	Yes

Accident Description
VEH 1 (MOBILITY SCOOTER) TRAVELLING E ON NYETIMBER LANE, WAITING TO TURN RIGHT INTO PRYORS LANE. VEH 2 TRAVELLING S ON NYETIMBER, HAS SEEN VEH 1 AND STOPPED TO GIVE WAY. VEH 1 HAS MOVED OFF AND CRASHED INTO REAR OFFSIDE OF VEH 2 CAUSING VEH 1 TO SPIN AROUND IN THE ROAD.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Mobility scooter
Junction location...Approaching or parked on approach to Restricted location.On main carriageway
Direction.....West South east
Manoeuvres.....Waiting to turn right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....95
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to Restricted location.On main carriageway
Direction.....North east South west
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....89
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....95
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1501552 Slight A27 CHICHESTER AT JUNCTION OF U VINNETROW ROAD Accident 115 of 173

Date & time.....Tuesday 17/03/2015 13:16
Grid reference.....487815/104121
District.....Chichester
Primary road.....A27
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE 1 AND 2 HAVE BOTH BEEN USING THE BOGNOR BRIDGE ROUNDABOUT IN CHICHESTER. BOTH VEHICLES HAVE BEEN IN DIFFERENT LANES AND HAVE COLLIDED ON THE ROUNDABOUT.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....67
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....50
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1501584 Slight B2166 NORTH MUNDHAM 60M EAST OF U SCHOOL LANE Accident 116 of 173

Date & time.....Wednesday 18/03/2015 15:21
Grid reference.....487707/102429
District.....Chichester
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

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

Accident Description
VEJHICLE 3 STOPPED AT CROSSING RED LIGHT, VEHICLE 2 SLOWED AND STOPPED BEHIND VEHICLE 3, VEHILCE 1 FOR UNKNOWN RESON COLLIDED WITH VEHICLE 2 WHICH WAS PUSHED INTO VEHICLE 3. MINOR INJURIES TO DRIVER OF VEHICLE 2.

3 Vehicles

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

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

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1501607 Slight B2145 CHICHESTER AT JUNCTION OF A27 Accident 117 of 173

Date & time.....Saturday 21/03/2015 14:55
Grid reference.....486878/103642
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE 2 WAS STATIONERY IN MIDDLE LANE AT THE ROUNDABOUT TO TRAVEL NORTHWARDS INTO CHICHESTER. VEHICLE 1 FAILED TO STOP HITTING VEHICLE 2 CAUSING SLIGHT DAMAGE AND INJURY.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....32
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1501751 Slight B2145 WHYKE ROAD CHICHESTER AT JUNCTION OF A27 Accident 118 of 173

Date & time.....Monday 30/03/2015 12:45
Grid reference.....486885/103630
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Ped phase at signals

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE 2 WAITING IN QUEUE OF TRAFFIC TO TURN LEFT AT WHYKE ROUNDABOUT VEHICLE 1 TRAVELLING IN SAME DIRECTION HIT REAR VEHICLE 2. VEHICLE 1 FAILED TO STOP AFTER RTC

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....82
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....46
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1501808 Slight A27 CHICHESTER AT JUNCTION OF A259 OUTSIDE BOGNOR BRIDGE ROUNDABOUT Accident 119 of 173

Date & time.....Wednesday 01/04/2015 16:00
Grid reference.....487799/104119
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Unknown
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 STATES THAT HE HAS JOINED BOGNOR BRIDGE ROUNDABOUT FROM VINNETROW ROAD AND WAS HIT BY V1 BUT WAS UNABLE TO SAY WHERE V1 HAD JOINED THE ROUNDABOUT BUT F/N/S OF V1 HAS STRUCK MIDDLE O/S OF V2

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....35
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....29
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....29
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1501856 Slight A27 CHICHESTER CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE ON ROUNDABOUT A/L Accident 120 of 173

Date & time.....Friday 03/04/2015 13:30
Grid reference.....487781/104111
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 002	Possible	

Accident Description
VEH (1) TRAVELLING WEST ON A27 APPROCHING R/A VEH (2) TRAVELLING WEST ON A27 APPROCHING R/A VEH (1) HAS ENTERED R/A IN LANE 1 WITH INTENTION TO TRAVEL WEST A27 VEH (2) HAS ENTERED R/A IN LANE 2 WITH INTENTION TO TRAVEL WEST A27 ON EXITING THE R/A NEAR SIDE FRONT OF VEH (2) HAS IMPACTED WITH OFFSIDE FRONT OF VEH (1) CAUSING SLIGHT DAMAGE.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....65
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....23
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....23
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1501915 Slight B2145 B2145 HUNSTON CHICHESTER 100M SOUTH OF U ST JOSEPHS SHELTER Accident 121 of 173

Date & time.....Saturday 04/04/2015 18:45
Grid reference.....486900/103439
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Pedestrian)	Casualty 001	Very likely	No - reported over the counter

Accident Description
FEMALE ADULT PEDESTRIAN DRUNK WALKING SOUTH ON B2145 HIT BY VEHICLE UNKNOWN. FEMALE STATES COULD HAVE BEEN HER FAULT OWING TO DRUNKEN STATES. MINOR INJURY TO RIGHT HAND SCUFF AND LEFT LEG BRUISED.

1 Vehicle

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

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

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....35
Severity.....Slight
Vehicle no.....1
Ped Direction.....South bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On footway or verge
Pedestrian movement..Walking - back to traffic
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1502291 Slight U PAGHAM ROAD PAGHAM AT JUNCTION OF U HOOK LANE Accident 122 of 173

Date & time.....Sunday 26/04/2015 09:51
Grid reference.....489303/98847
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 MAKES A RIGHT HAND TURN INTO JUNCTION ON RIGHT DIRECTLY INTO THE PATH OF V2 TRAVELLING IN THE OPPOSITE DIRECTION

2 Vehicles

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

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

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

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....41
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1502437 Serious B2166 LAGNESS ROAD LAGNESS 500M north OF B2166 LOWER BOGNOR ROAD OUTSIDE ROUNDSTONE NURSURIES Accident 123 of 173

Date & time.....Sunday 19/04/2015 02:30
Grid reference.....489412/101642
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes

Accident Description
THE DRIVER WAS TRAVELLING FROM BOGNOR REGIS TOWARD CHICHESTER WHEN A FOX RAN OUT IN FRONT OF HIS CAR AND HE SWERVED TO AVOID THE FOX, HE OVER CORRECTED THE STEERING AND VEERED INTO A DITCH CAUSING THE VEHICLE TO ROLL ONTO ITS ROOF.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North west
Manoeuvres.....Going ahead other
Skidding.....Yes & Overturned
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Entered ditch
Parts damaged..... / /
Driver gender.....Male
Driver age.....21
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....22
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1502634 Slight A27 BOGNOR BRIDGE CHICHESTER AT JUNCTION OF A259 Accident 124 of 173

Date & time.....Thursday 14/05/2015 11:59
Grid reference.....487806/104166
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Rain Wind
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperience of driving on the left (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes

Accident Description
VEH 2 NEGOCIATING R/A INTENDING TO TAKE NEXT EXIT SOUTH ON A259. VEH 1 AT R/A A27 INTENDING TO CONTINUE WESTBOUND, FAILED TO SEE VEH 2, ENTERED ROUNDABOUT COLLIDING WITH SAME. VEH 2 LEFT CARRIAGEWAY TO NEARSIDE INTO LAMP POST.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....49
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Left c'way nearside & rebounded
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Lamp post
Parts damaged..... / /
Driver gender.....Male
Driver age.....64
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....62
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1502788 Slight A27 CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD OUTSIDE WHYKE ROUNDABOUT Accident 125 of 173

Date & time.....Wednesday 20/05/2015 07:55
Grid reference.....486922/103687
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....Controlled by other person
Crossing(physical)..Pelican etc crossing
Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...Roadworks
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 EASTBOUND A27 ACROSS ROUNDABOUT STRUCK BY V1 BUT N/K WHERE IT CAME FROM CAUSING V2 TO PARTIALLY SPIN

2 Vehicles

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

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....41
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Commuting to/from work

1 Casualty

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1502789 Slight A27 CHICHESTER AT JUNCTION OF A259 OUTSIDE ON ROUNDABOUT Accident 126 of 173

Date & time.....Wednesday 20/05/2015 15:36
Grid reference.....487814/104130
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...Oil or diesel
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	Vehicle 001	Possible	
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
APPARANTLY VEH 1 LOST CONTROL ON A SLIPPERY ROAD AND CAUSED THE RIDER TO FALL OFF CAUSING A SLIGHT INJURY.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1502807 Slight A27 CHICHESTER AT JUNCTION OF U VINNETROW ROAD OUTSIDE BOGNOR BRIDGE ROUNDABOUT Accident 127 of 173

Date & time.....Wednesday 20/05/2015 08:35
Grid reference.....487789/104110
District.....Chichester
Primary road.....A27
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 SOUTHBOUND ON A27 IN MIDDLE LANE AS ENTERED ROUNDABOUT & INTENDING TO CONTINUE WEST ON A27 V1 JOINED ROUNDABOUT FROM VINNETROW ROAD IN FRONT OF V2 BUT THEN STOPPED & WAS HIT BY V2 WHO COULD NOT AVOID

3 Vehicles

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....27
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Taking pupil to/from school

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....64
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1503004 Slight B2166 LAGNESS ROAD RUNCTON AT JUNCTION OF U ENTRANCE TO NEWLANDS NURSERY OUTSIDE AT SHARP BEND AFTER NURSERY ENTRANCE Accident 128 of 173

Date & time.....Sunday 31/05/2015 10:50
Grid reference.....489301/101816
District.....Arun
Primary road.....B2166
Secondary road.....U
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Very likely	
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	
Road layout e.g. bend, hill or narrow (Road Environment Contrib)	Vehicle 001	Possible	

Accident Description
V1 TRAVELLING SOUTH IN WET WEATHER. AT SHARP BEND LOST CONTROL FOR UNKNOWN REASON, LEFT CARRIAGEWAY AND COLLIDED WITH TREE CAUSING MINOR INJURY TO DRIVER.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Cleared junction or parked at junctio
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Going ahead right hand bend
Skidding.....Yes
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Tree
Parts damaged..... / /
Driver gender.....Male
Driver age.....60
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1503161 Slight A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE ON R/A Accident 129 of 173

Date & time.....Sunday 07/06/2015 15:44
Grid reference.....487781/104169
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

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

Accident Description
V1 MOTOR CAR TRAVELLING ON LANE 1 OF ROUNDABOUT CUT ACROSS THE FRONT OF V2 MOTORCYCLE WHICH WAS TRAVELLING IN LANE 2, CAUSING THE N/S BIKE HANDLEBAR TO STRIKE THE O/S/R QUATER OF THE CAR, RESULTING IN THE RIDER AND PILLION FALLING OFF THE BIKE.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....41
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....41
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....45
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1503253 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 130 of 173

Date & time.....Tuesday 09/06/2015 20:00
Grid reference.....487767/104115
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE 1 RAN INTO THE BACK OF VEHICLE 2. BOTH PARTIES STOPPED BUT DETAILS WERE NOT EXCHANGED

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....30
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....50
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....50
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1503382 Slight B2166 PAGHAM ROAD LAGNESS 50M NORTH OF U LOWER BOGNOR ROAD OUTSIDE HOUSE NUMBER 1 Accident 131 of 173

Date & time.....Tuesday 16/06/2015 14:30
Grid reference.....489539/100999
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Illness or disability, mental or physical (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

Accident Description
SINGLE VEHICLE TRAVELLING SOUTHBOUND ON B2166 PAGHAM ROAD, LAGNESS WHEN DRIVER SUFFERED MEDICAL EPISODE SUSPECTED TO BE EPILEPSY OR DIABETIC ATTACK CROSSED CARRAIGEWAY AND COLLIDED WITH BOUNDARY WALL OF PROPERTY BORDERING OPPOSING CARRAIGEWAY CAUSING DAMAGE AND MINOR INJURY NAMELY CHEST PAIN

1 Vehicle

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.
Parts damaged..... / /
Driver gender.....Female
Driver age.....62
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....62
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1503534 Slight U VINNETROW ROAD RUNCTON AT JUNCTION OF U ENTRANCE TO WALNUT TREE PH OUTSIDE WALNUT TREE PH Accident 132 of 173

Date & time.....Tuesday 23/06/2015 15:10
Grid reference.....488088/102563
District.....Chichester
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEH 1 WAS LEAVING THE PUB AND HEADING NORTH ALONG VINNETROW ROAD. VEH 2 WAS HEADING THE SAME WAY FROM THE ROUNDABOUT. VEH 1 MISJUDGED THE PATH OF VEH 2 AND COLLIDED WITH THE FRONT END OF VEH 2, CAUSING DAMAGE AND VERY MINOR INJURY.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....87
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

1 Casualty

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1503815 Slight U ROSE GREEN ROAD ROSE GREEN 25M WEST OF U HEWARTS LANE OUTSIDE NO: 34 ROSE GREEN ROAD. Accident 133 of 173

Date & time.....Saturday 04/07/2015 12:00
Grid reference.....490583/99350
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Illness or disability, mental or physical (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

Accident Description
VEH (1) DRIVING WEST VEH (1) HAS DRIVEN INTO PARKED VEHICLE (2) TO NEAR SIDE CAUSING VEHICLE (1) TO ROLL AND IMPACT WITH VEH (3) PARKED ON OFFSIDE OF ROAD.

3 Vehicles

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

First impact.....Nearside
Hit object in c'way..Parked vehicle unlit
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....76
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

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

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

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....76
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1504176 Slight B2166 LAGNESS ROAD RUNCTON AT JUNCTION OF U VINNETROW ROAD OUTSIDE WALNUT TREE PUB ROUNDABOUT Accident 134 of 173

Date & time.....Monday 20/07/2015 18:55
Grid reference.....488067/102456
District.....Chichester
Primary road.....B2166
Secondary road.....U
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

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

Accident Description
VEHICLE 1 WAS APPROACHING THE ROUNDABOUT FROM THE EAST TRAVELLING WEST. VEHICLE 2, A PEDAL CYCLE, WAS ON THE ROUNDABOUT TRAVELLING SOUTH AND PAST THE JUNCTION WHERE VEHICLE 1 WAS APPROACHING. VEHICLE 1 HAS FAILED TO GIVE WAY TO VEHICLE 2 ON THE ROUNDABOUT AND COLLIDED SIDE ON.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....30
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....17
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....17
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1504269 Slight U VINNETROW ROAD CHICHESTER AT JUNCTION OF A27 Accident 135 of 173

Date & time.....Saturday 25/07/2015 09:37
Grid reference.....487819/104102
District.....Chichester
Primary road.....U
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
CYCLIST HEADED TO BOGNOR BRIDGE OVER THE A27 FROM A259 CYLE PATH. WAS SEEN TO APPROACH VINNETROW ROAD AND NOT GIVE WAY TO ONCOMMING VEHICLES. VEHICLE TWO HAS THEN COLLIDED WITH THE CYCLIST CAUSING DAMAGE TO THE WINDSCREEN. MINOR INJURIES SUFFERED BY THECYCLIST IN THE FORM OF SUPERFICIAL CUTS.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Entering main road
Restricted location.Cycleway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....14
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Other

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....54
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....14
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1504569 Slight U GOSSAMER LANE ALDWICK AT JUNCTION OF U ALDWICK ROAD Accident 136 of 173

Date & time.....Saturday 08/08/2015 22:10
Grid reference.....491195/98880
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/unknown
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
CYCLIST HAS BEEN TRAVELLING ABOUT 22:10 HOURS FROM GOSSAMER LANE TO ALDWICK STREET, (HE DID NOT HAVE LIGHTS ON THE BIKE). AS BICYCLE HAS ALMOST PASSED FIRST EXIT A TAXI HAS EXITED THE ROUNDABOUT AND HIT THE CYCLIST. THE CYCLIST HAS FALLEN TO THE FLOOR AND SUFFERED CUTS AND BRUISES. CYCLIST WENT TO HOSPITAL AND POLICE WERE MADE AWARE AFTER THE INCIDENT.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....16
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1504589 Slight A27 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD Accident 137 of 173

Date & time.....Monday 10/08/2015 09:47
Grid reference.....487790/104174
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE TWO TRAVELLING WEST TO EAST ON A27 ROUNDABOUT FROM A27 TO A27 LANE TWO, VEHICLE ONE FROM SOUTH A259 ENTERED ROUNDABOUT A27 NEGOTIATED ROUNDABOUT LANE ONE PASSED 3 EXITS CONTINUING AROUND ROUNDABOUT LANE ONE COLLIDED WITH VEHICLE TWO WHIC WAS EXIT LANE TWO.

2 Vehicles

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

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

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....32
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1504862 Slight U PRYORS LANE BOGNOR REGIS AT JUNCTION OF U PRIVATE ENTRANCE OUTSIDE ROAD LEADING TO LIBRARY/GP Accident 138 of 173

Date & time.....Monday 24/08/2015 10:22
Grid reference.....490425/98824
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
V1 MOPED TURNED RIGHT FROM MAIN ROAD INTO PRIVATE ROAD LEADING TO LIBRARY/DOCTORS, HIT STANDING WATER, AND LOST CONTROL, FALLING ONTO OFFSIDE.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle <= 50cc
Junction location...Leaving main road
Restricted location.On main carriageway
Direction.....South west South east
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....71
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....71
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1504927 Slight B2166 LAGNESS ROAD CHICHESTER AT JUNCTION OF U PRIVATE ENTRANCE TO VITACRESS Accident 139 of 173

Date & time.....Saturday 22/08/2015 18:10
Grid reference.....488931/102082
District.....Chichester
Primary road.....B2166
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Using private drive or entrance
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

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

Accident Description
V2 WAS TRAVELLING ALONG LAGNESS ROAD WHEN V1 PULLED OUT OF ENTRANCE TO VITACRESS. V1 THE STOPPED. V2 SWERVED TO AVOID A COLLISION AND ENDED UP IN THE GRASS VERGE AT THE SIDE OF THE ROAD.

2 Vehicles

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

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....28
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....32
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....32
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....9
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....3
Casualty class.....Passenger
Gender.....Female
Age.....11
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1504993 Slight U NYTETIMBER LANE BOGNOR REGIS AT JUNCTION OF U CARDINAL DRIVE Accident 140 of 173

Date & time.....Saturday 29/08/2015 10:40
Grid reference.....489621/98397
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes
Loss of control (Driver/Rider - Error)	Vehicle 001	Possible	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
VEHICLE ONE DRIVING OFF ROUNDABOUT HIT KERB AND LAMP POST MOUNTED PAVEMENT SWERVED BACK ONTO ROAD COLLIDING WITH PEDESTRIAN WHO HAD TAKEN EVASIVE ACTION TO AVOID BEING HIT ON THE PATH. PEDESTRIAN HIT BY VEHICLE ONE AND WENT ONTO BONNET

1 Vehicle

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Lamp post
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Female
Age.....52
Severity.....Slight
Vehicle no.....1
Ped Direction.....West bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On footway or verge
Pedestrian movement..Unknown or other
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1505242 Slight A27 WHYKE ROUNDABOUT CHICHESTER AT JUNCTION OF B2145 WHYKE ROAD Accident 141 of 173

Date & time.....Friday 11/09/2015 17:21
Grid reference.....486880/103649
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Very likely	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Very likely	

Accident Description
V1 (MERCEDES VAN) AND V2 (MOTORBIKE) V1 AND V2 TRAVELLING EAST ON A27 HEADING TOWARDS WHYKE ROUNDABOUT. V2 IS BEHIND V1 IN LANE 2. V1 AND V2 HAVE ENTERED THE WHYKE ROUNDABOUT. V1 HAS MADE A LAST MINUTE TURN RIGHT INSTEAD OF STRAIGHT ON WITHOUT INDICATING. V2 HAS POSSIBLY TRIED TO OVERTAKE GOING STRAIGHT AHEAD AGAIN IN LANE 2. V2 HAS THEN COLLIDED WITH V1 ON THE OFFSIDE REAR CAUSING MOTORCYCLIST TO FALL ON ROAD CAUSING MINOR CUTS / BRUISES. BOTH VEHICLES HAVE SLIGHT DAMAGE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....45
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....51
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....51
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1505445 Slight U VINNETROW ROAD CHICHESTER 75M SOUTH OF A27 Accident 142 of 173

Date & time.....Saturday 19/09/2015 10:40
Grid reference.....487839/103820
District.....Chichester
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

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

Accident Description
PEDAL CYCLE DID NOT SEE QUEUING TRAFFIC AND HAS CYCLED IN TO THE REAR OF THE CAR AT THE BACK OF THE QUEUE.
CYCLIST FELL TO THE FLOOR INJURING HER SHOULDER. MINOR DAMAGE TO VEHICLE.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....62
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....47
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1505652 Slight A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD OUTSIDE ON R/A Accident 143 of 173

Date & time.....Sunday 27/09/2015 12:45
Grid reference.....487787/104167
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description
V1 AND V2 BOTH APPROACHED R/A FROM THE WEST V2 IN LANE 3 WHICH IS FOR STRAIGHT ON OR RIGHT AND V1 IN THE LANE 2 WHICH IS FOR STRAIGHT AHEAD ON THE A27 E/B, LANE 1 DEDICATED FOR LEFT HAND ONLY. BOTH ON R/A V1 HAS CONTINUED ROUND TO THE RIGHT COLLIDING WITH THE N/S OF V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....West South
Manoeuvres.....Changing lane to right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....36
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....26
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1505700 Slight B2145 HUNSTON ROAD CHICHESTER AT JUNCTION OF A27 CHICHESTER BY-PASS Accident 144 of 173

Date & time.....Tuesday 29/09/2015 16:25
Grid reference.....486878/103641
District.....Chichester
Primary road.....B2145
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

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

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

Accident Description
V2 STATIONARY AT JUNCTION WAITING TO JOIN A27. V1 DIRECTLY BEHIND. V2 HAS MOVED FORWARD BUT STOPPED, V1 ASSUMED V2 HAD ENTERED ONTO ROUNDABOUT AND COLLIDED AT LOW SPEED WITH THE REAR OF V2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Minibus
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....64
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South West
Manoeuvres.....Waiting to turn left
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....20
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....20
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1505769 Slight A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD Accident 145 of 173

Date & time.....Saturday 03/10/2015 13:28
Grid reference.....487796/104169
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	
Loss of control (Driver/Rider - Error)	Vehicle 002	Very likely	
Illegal turn or direction of travel (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

Accident Description
VEHICLES 1 AND 2 WERE TRAVELLING NORTH ON THE A27 AT CHICHESTER. VEHICLE 1 WAS IN LANE 1 AND VEHICLE 2 WAS IN LANE 2. BOTH VEHICLES HAVE THEN ENTERED THE ROUNDABOUT WITH VEHICLE 2 PLANNING ON EXITING THE ROUNDABOUT ON THE SECOND EXIT. VEHICLE 1 HAS THENCONTINUED AROUND THE ROUNDABOUT PLANNING TO EXIT ON THIRD EXIT AND HAS COLLIDED WITH VEHICLE 2. THIS HAS CAUSED BOTH VEHICLES TO SPIN INTO THE SOUTHBOUND CARRIAGEWAY OF THE A27 COLLIDING WITH VEHICLE 3.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South west East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....38
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South west North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....89
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....70
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

ARUN DISTRICT COUNCIL P/140/16/OUT

3 Casualties

Casualty number.....1	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender..............Female	Seat belt usage......
Age..................38	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........1	Pedestrian movement..
Ped Direction.......	Roadworker injured...

Casualty number.....2	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender..............Male	Seat belt usage......
Age..................70	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........3	Pedestrian movement..
Ped Direction.......	Roadworker injured...

Casualty number.....3	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender..............Male	Seat belt usage......
Age..................89	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........2	Pedestrian movement..
Ped Direction.......	Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1505902 Serious U ALDWICK STREET BOGNOR REGIS AT JUNCTION OF U BARRACK LANE Accident 146 of 173

Date & time.....Thursday 08/10/2015 18:16
Grid reference.....491201/98883
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Mini Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE1 (PEDAL CYCLE) TRAVELLING NORTH ON ALDWICK STREET. VEH2 (BUS) ALSO TRAVELLING NORTH. WHILST VEH2 IS OVERTAKING VEH1, VEH1 FOOT HAS SLIPPED ON PEDAL AND FELL INTO REAR OF VEH2. VEH1 SUFFERING PAIN TO THUMB ON L/H. CCTV ON VEH2 ALTHOUGH UNKNOWN IFRECORDED COLLISION.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....14
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Bus or Coach
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....O/T moving vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....48
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....14
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1506094 Slight B2166 LOWER BOGNOR ROAD BOGNOR REGIS AT JUNCTION OF B2166 ALDWICK ROAD OUTSIDE NEAR DUCK POND Accident 147 of 173

Date & time.....Saturday 17/10/2015 14:00
Grid reference.....491420/99230
District.....Arun
Primary road.....B2166
Secondary road.....B2166
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
CYCLIST CLIPPED BY VEHCILE PASSING/OVERTAKING IT.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....65
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....56
Severity.....Slight
Vehicle no.....2
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1506190 Slight B2145 WHYKE ROUNDABOUT CHICHESTER AT JUNCTION OF A27 Accident 148 of 173

Date & time.....Thursday 22/10/2015 15:42
Grid reference.....486863/103692
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 WAS TRAVELLING NORTH ON THE B2145 APPROACHING THE A27 WHYKE R/A AT CHICHESTER. V1 WAS TRAVELLING BEHIND V2. AS V2 ENTERED THE R/A, THE DRIVER OF V1 FAILED TO SEE V2 AND COLLIDED WITH THE REAR OF IT, KNOCKING THE RIDER OFF AND CAUSING MINOR INJURIES.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....56
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1506397 Slight U GOSSAMER LANE BOGNOR AT JUNCTION OF U SEFTON AVENUE OUTSIDE 37 GOSSAMER LANE Accident 149 of 173

Date & time.....Sunday 01/11/2015 12:00
Grid reference.....490796/99079
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

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

Accident Description
VEHICLE 2 WAS PARKED ON THE STREET THE DRIVER OF VEHICLE 1 DIDNT SEE IT AND DROVE INTO THE BACK OF VEHICLE 2

2 Vehicles

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

First impact.....Front
Hit object in c'way..Parked vehicle unlit
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....Parked Parked
Manoeuvres.....Parked
Skidding.....No
Left c'way.....Left c'way near-side
Towing.....No
Foreign vehicle.....Not foreign

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

2 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....25
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Female
Age.....21
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1506411 Serious U ALDWICK STREET BOGNOR REGIS AT JUNCTION OF U BARRACK LANE OUTSIDE ON RA Accident 150 of 173

Date & time.....Sunday 01/11/2015 21:09
Grid reference.....491180/98868
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

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

Accident Description
V2 ON R/A V1 FAILED TO LOOK ENTERED R/A AND COLLIDED WITH V2

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North east North west
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....17
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1506420 Slight U NYETIMBER LANE BOGNOR REGIS AT JUNCTION OF U TABARD GATE Accident 151 of 173

Date & time.....Monday 02/11/2015 08:50
Grid reference.....489628/98416
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE 1 HEADING EAST TO WEST ON NYETIMBER LANE OVER MINI ROUNDABOUT. VEHICLE TWO RIDING SOUTHBOUND ALONG NYEWOOD LANE CROSSES ROUNDABOUT TO CONTINUE SOUTHBOUND ONTO TABARD GATE. VEHICLE 1 MISJUDGES SPEED AND CLIPS REAR OF VEHICLE 2 KNOCKING THE RIDER OFF OF THE BIKE.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....69
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....21
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1506466 Slight B2166 PAGHAM ROAD BOGNOR REGIS 38M SOUTH OF U UNAMED ROAD OUTSIDE PO20 1LN Accident 152 of 173

Date & time.....Tuesday 03/11/2015 16:45
Grid reference.....489553/100805
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...4
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Sudden braking (Driver/Rider - Error)	Vehicle 001	Possible	Yes

Accident Description
VEH 2 WAS TRAVELLING NORTH ALONG THE PAGHAM ROAD WHEN IT SLOWED DOWN TO LET ANOTHER VEHICLE OUT OF A SIDE ROAD (V4). VEH 1 THEN STRUCK THE REAR OF VEH 2. VEH 3 THEN STRUCK THE REAR OF VEH 1. SLIGHT INJURY CAUSED TO THE TWO OCCUPANTS OF VEH 1. THESE WERE BOTH SORENESS TO THE BACK AREA.

4 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....39
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

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

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

Vehicle number.....4
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East North
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

ARUN DISTRICT COUNCIL P/140/16/OUT

2 Casualties

Casualty number.....1	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender..............Male	Seat belt usage......
Age.................39	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........1	Pedestrian movement..
Ped Direction.......	Roadworker injured...

Casualty number.....2	Car passenger........Not a passenger
Casualty class......Driver or Rider	PSV passenger........Not a passenger
Gender..............Male	Seat belt usage......
Age.................34	School pupil.........Other
	School ....
Severity............Slight	Pedestrian location..
Vehicle no..........3	Pedestrian movement..
Ped Direction.......	Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1506671 Slight A27 BOGNOR BRIDGE ROUNDABOUT CHICHESTER AT JUNCTION OF A259 OUTSIDE BOGNOR BRIDGE ROUNDABOUT Accident 153 of 173

Date & time.....Monday 09/11/2015 11:30
Grid reference.....487814/104131
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
V2 ON ROUNDABOUT ABOUT TO ENTER VINNETROW ROAD WHEN V1 EMERGED FROM N/S LANE FROM BOGNOR & STRUCK N/S PASS DOOR OF V2

2 Vehicles

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

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

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....60
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Journey as part of work

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1506843 Slight B2166 LAGNESS ROAD RUNCTON AT JUNCTION OF C41 VINNETROW ROAD OUTSIDE ON R/A Accident 154 of 173

Date & time.....Wednesday 18/11/2015 08:45
Grid reference.....488047/102470
District.....Chichester
Primary road.....B2166
Secondary road.....C41
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 001	Possible	Yes

Accident Description
V2 PEDAL CYCLE NEGOTIATING ROUNDABOUT, TURING RIGHT TO HEAD NORTH UP VINNETROW ROAD. V1 MOTOR CAR TRAVELLING EAST ENTERED ROUNDABOUT, FAILING TO GIVE WAY TO THE CYCLIST, KNOCKING THEM OFF THEIR BIKE CAUSING MINOR INJURIES. DRIVER OF V1 THEN CONTINUED WITHOUT STOPPING AND DROVE TO POLICE STATION.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

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

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

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1507338 Serious B2166 LAGNESS ROAD PAGHAM 164M NORTH OF U UNNAMED ROAD Accident 155 of 173

Date & time.....Sunday 22/11/2015 17:00
Grid reference.....489320/101724
District.....Arun
Primary road.....B2166
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

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

Accident Description
VEHICLE ONE HEADING NORTH WENT ON INCORRECT SIDE OF ROAD. VEHICLE TWO HEADING SOUTH. COLLISION OCCURED. SERIOUS INJURIES.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....46
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....61
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1507437 Slight U CHURCH LANE BOGNOR REGIS AT JUNCTION OF U PAGHAM ROAD OUTSIDE ENRANCE TO HOLIDAY PARK Accident 156 of 173

Date & time.....Tuesday 15/12/2015 08:59
Grid reference.....488558/97514
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m
Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Possible	

Accident Description
VEH 1 EXITED FROM THE HOLIDAY PARK ENTRANCE WITHOUT GIVING WAY TO THE APPROACHING VEH 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Cleared junction or parked at junctio
Restricted location.On main carriageway
Direction.....South North east
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign
First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Male
Driver age.....55
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....21
Severity.....Slight
Vehicle no.....1
Ped Direction.....
Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1507683 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 157 of 173

Date & time.....Sunday 27/12/2015 19:55
Grid reference.....487782/104105
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....60 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 002	Possible	Yes
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Very likely	
Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	Vehicle 001	Possible	

Accident Description
VEHICLE ONE WAS DRIVING ON THE A259 WEST INTO CHICHESTER AND AS CROSSING THE A27 ON THE ROUNDABOUT VEH 2 HEADING SOUTH CAME ROUND AND CLIPPED VEH 1 BEFORE TIPPING OVER ON TO SIDE.

2 Vehicles

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....54
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Van/Goods < 3.5t
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....Overturned
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....46
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....46
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1600081 Slight A27 CHICHESTER AT JUNCTION OF B2145 HUNSTON ROAD OUTSIDE ON R/A Accident 158 of 173

Date & time.....Monday 04/01/2016 15:35
Grid reference.....486853/103679
District.....Chichester
Primary road.....A27
Secondary road.....B2145
Weather.....Rain
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Very likely	Yes
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description
VEHICLE 1 LOST CONTROL WHILST NEGOCIATING THE R/A AND COLLIDED WITH THE NEARSIDE KERB, TRAFFIC SIGN.

1 Vehicle

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.Road sign or signal
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

1 Casualty

Casualty number.....1
Casualty class.....Passenger
Gender.....Male
Age.....61
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1600264 Slight U ROSE GREEN ROAD BOGNOR AT JUNCTION OF U GROSVENOR GARDENS Accident 159 of 173

Date & time.....Thursday 14/01/2016 11:17
Grid reference.....490199/99259
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

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

Accident Description
VEH 2 WAITING TO EXIT ROSE GREEN ROAD ONTO GROSVENOR GARDENS. VEH 1 TRAVELLING EAST TOWARDS JUNCTION AND DISPLAYING LEFT HAND INDICATOR. VEH 2 PULLED OUT ON SEEING INDICATOR AND VEH 1 CONTINUED STRAIGHT AHEAD INTO PATH OF VEH 2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....66
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Journey as part of work

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....27
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....66
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

Casualty number.....2
Casualty class.....Driver or Rider
Gender.....Male
Age.....27
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1600502 Slight U PAGHAM ROAD LAGNESS 423M SOUTH OF B2166 LOWER BOGNOR ROAD Accident 160 of 173

Date & time.....Monday 25/01/2016 08:29
Grid reference.....489449/100562
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...5
Number of casualties.1
Surface.....Dry

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

Accident Description
V1 TRAVELLING NORTHBOUND ALONG PAGHAM ROAD, IN FRONT OF V5. V1 SUDDENLY CONDUCTED A U TURN IN SLOW MOVING TRAFFIC. V2, 3 AND 4 WERE TRAVELLING BEHIND ALSO TRAVELLING NORTHBOUND. V2 FAILED TO STOP AND COLLIDED WITH THE REAR OF V3, V3 WAS PUSHED INTO THE REAR OF V4 AND V4 PUSHED INTO THE REAR OF V5.

5 Vehicles

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

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

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....18
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

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

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....46
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....4
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....30
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

Vehicle number.....5
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....58
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

ARUN DISTRICT COUNCIL P/140/16/OUT

1 Casualty

Casualty number.....1
Casualty class......Driver or Rider
Gender..............Female
Age.................18

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1600607 Slight B2145 HUNSTON 146M NORTH OF B2166 Accident 161 of 173

Date & time.....Saturday 30/01/2016 03:20
Grid reference.....486847/102805
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Rain
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Wet

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

Accident Description
V1 TRAVELLING NORTHBOUND MOUNTS NEARSIDE VERGE ON RIGHT HAND BEND. LOSES CONTROL AND LEAVES THE ROAD TO THE OFFSIDE, VEHICLE ROLLED AND CAME TO A REST ON ITS ROOF

1 Vehicle

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....18
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....18
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1601545 Slight A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD Accident 162 of 173

Date & time.....Monday 14/03/2016 20:35
Grid reference.....487816/104154
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
VEHICLE 2 WAS NEGOTIATING THE BOGNOR BRIDGE ROUNDABOUT AND HEADING EAST HEADING EAST TOWARDS THE A259 TOWARDS BOGNOR REGIS. VEHICLE 1 WAS TRAVELLING SOUTH ON THE A27 AND HAS FAILED TO GIVE WAY TO VEHICLE 2. AS A RESULT VEHICLE 1 HAS COLLIDED WITH VEHICLE 2.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....56
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....29
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....29
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1601623 Slight A259 BOGNOR ROAD CHICHESTER AT JUNCTION OF A27 OUTSIDE PORTFIELD RA Accident 163 of 173

Date & time.....Wednesday 16/03/2016 07:20
Grid reference.....487830/104142
District.....Chichester
Primary road.....A259
Secondary road.....A27
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

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

Accident Description
THREE VEHICLE RTC - V1 FTS - INJURY REPORTED BY DRIVER OF V2. V2 WAITING AT JUNCTION BEHIND V3 IN OFFSIDE LANE. V1 HAS APPROACHED V2 AND V3 FROM NEARSIDE LANE AND HAS COLLIDED WITH NEARSIDE OF V2 AND REAR OF V3. V1 HAS STOPPED AT SCENE HOWEVER WHEN APPROACHED FOR DETAILS HE HAS RETURNED TO HIS VEHICLE AND DRIVEN OFF. SECTION 170 NON-COMPLIANT. V3 DETAILS NOT KNOWN AT HIS STAGE.

3 Vehicles

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

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

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East South west
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....East South west
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....40
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1602250 Slight A27 CHICHESTER BY PASS CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD Accident 164 of 173

Date & time.....Saturday 09/04/2016 13:00
Grid reference.....487810/104156
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....60 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	No - reported over the counter
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	
Illegal turn or direction of travel (Driver/Rider - Injudicious)	Vehicle 001	Possible	

Accident Description
V2 WAS IN LANE 2 ON ROUNDABOUT INTENDING TO CARRY ON AHEAD. V1, WHICH WAS IN LANE 1, HAS PULLED IN FRONT OF V2 AND TURNED RIGHT AND THEN CONTINUED DRIVING INTO A259 TOWARDS CHICHESTER. V2 BRAKED TO AVOID CONTACT WITH V1. VI HAS NOT STOPPED AT SCENE TO EXCHANGE DETAILS.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....33
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Unknown

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....31
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....31
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1602388 Serious U VINNETROW ROAD CHICHESTER 800M SOUTH OF A27 OUTSIDE JUST SOUTH OF VINNETROW BUSINESS PARK Accident 165 of 173

Date & time.....Sunday 24/04/2016 21:34
Grid reference.....488073/103393
District.....Chichester
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Dark/no lights
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

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

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes

Accident Description
V1 TRAVELLING SOUTH HAS APPROACHED RIGHT HAND BEND, LOST DIRECTIONAL CONTROL LEAVING ROAD TO NEARSIDE, UPENDING IN DITCH PRESENTING NEARSIDE TO WALL OF BUILDING BEFORE ROTATING APPPARENTLY OVER THE FRONT END IN TO SAFETY RAILINGS OF A SUB STATION AND ARMCO BEFORE COMING TO REST ON ITS SIDE IN THE ROADWAY

1 Vehicle

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Other permanent object
Parts damaged..... / /
Driver gender.....Female
Driver age.....26
Hit and Run.....No
Breath test.....Positive
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....26
Severity.....Serious
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1602515 Serious U HARBOUR VIEW ROAD PAGHAM 107M SOUTH OF U SUSSEX DRIVE Accident 166 of 173

Date & time.....Sunday 01/05/2016 01:39
Grid reference.....489093/98079
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Dark/lights not lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..Ped
Number of vehicles...1
Number of casualties.2
Surface.....Dry

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

Accident Description
FEMALE PEDESTRIAN FELL INTO CARRIAGEWAY FOR REASON UNKNOWN. TWO MALES WENT TO HER AID. WHILE DEALING WITH HER, THEY WERE STRUCK BY A VEHICLE THAT FAILED TO STOP. ONE OF THE PEDESTRIANS SUSTAINED LIFE THREATENING INJURIES.

1 Vehicle

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

First impact.....Front
Hit object in c'way..Other object
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....39
Hit and Run.....Yes
Breath test.....Positive
Journey purpose.....Unknown

2 Casualties

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....32
Severity.....Serious
Vehicle no.....1
Ped Direction.....Standing still

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, not crossing
Pedestrian movement..In carriageway - not crossing
Roadworker injured...Not applicable

Casualty number.....2
Casualty class.....Pedestrian
Gender.....Male
Age.....35
Severity.....Slight
Vehicle no.....1
Ped Direction.....Standing still

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..In carriageway, not crossing
Pedestrian movement..In carriageway - not crossing
Roadworker injured...Not applicable

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1602580 Slight A27 CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD Accident 167 of 173

Date & time.....Monday 02/05/2016 09:50
Grid reference.....487778/104169
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	Yes

Accident Description
VEHICLE 1 IS TRAVELLING AROUND ROUNDABOUT IN LANE 1 AT WALKING SPEED UNSURE OF WHAT TURNING IS REQUIRED. VEHICLE 3 IS A WITNESS WHO SPOTS THE HAZARD AND AVIODS THE SLOW CAR AS HE PASSES IT. VEHICLE 3 THEN HEADS UP A27 EASTBOUND. VEHICLE 2 COMES FROM VINNETROW ROAD AND GOES AROUND ROUNDABOUT IN LANE 2 INTENDING TO TAKE THEIR THIRD EXIT ALSO EASTBOUND ON THE A27. VEHICLE 1 CONTINUES AROUND THE ROUNDABOUT COLLIDING WITH VEHICLE 2 AS VEHICLE 2 GOES TO LEAVE THE ROUNDABOUT. VEHICLE 3 IS WITNESS ONLY.

3 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....58
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Did not impact
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....67
Hit and Run.....No
Breath test.....Not requested
Journey purpose.....Unknown

1 Casualty

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1602743 Slight U GOSSAMER LANE BOGNOR REGIS AT JUNCTION OF U ALDWICK ROAD Accident 168 of 173

Date & time.....Monday 09/05/2016 18:50
Grid reference.....491176/98880
District.....Arun
Primary road.....U
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
PEDAL CYCLIST ENTERED ROUNDABOUT TRAVELLING SOUTH TO NORTH,VEHICLE ENTERED ROUNDABOUT TRAVELLING EAST TO WEST STRUCK PEDAL CYLIST AS THEY ENTERED ROUNDABOUT CAUSING CYLIST TO FALL OFF BIKE CAUSING INJURY, HENCE REPORT BEING SUBMITTED. DRIVER ADMITTED FAULT AT SCENE AND DETAILS WERE EXCHANGED.

2 Vehicles

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

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

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....22
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1602791 Slight A27 BOGNOR BRIDGE ROUNDABOUT CHICHESTER AT JUNCTION OF A259 OUTSIDE ON ROUNDABOUT Accident 169 of 173

Date & time.....Saturday 07/05/2016 21:15
Grid reference.....487813/104151
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

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

Accident Description
V2 IN LANE TWO ON ROUNDABOUT TOWARDS BOGNOR TO EXIT LANE TWO, V1 LANE ONE ON ROUNDABOUT SAME DIRECTION, AS V2 EXITED TOWARDS BOGNOR V1 CONTINUED ON ROUNDABOUT TO NEXT EXIT IN LANE ONE AND COLLIDED WITH V2.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....21
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

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

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....27
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

3 Casualties

Casualty number.....1
Casualty class.....Passenger
Gender.....Female
Age.....22
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....23
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

Casualty number.....3
Casualty class.....Passenger
Gender.....Female
Age.....19
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1602836 Slight A27 CHICHESTER AT JUNCTION OF A259 Accident 170 of 173

Date & time.....Saturday 14/05/2016 15:49
Grid reference.....487788/104096
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

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

Accident Description
VEH 2 WAS IN THE INSIDE LANE OF THE ROUNDABOUT HEADING WESTBOUND TOWARDS WHYKE ROAD ROUNDABOUT. VEH 1 CUT ACROSS VEH 2 JUST BEFORE VEH 2 LEFT THE ROUNDABOUT. VEH 2 WAS HIT BY VEH 1 AND SPUN INTO A LAMPOST. VEH 1 STOPPED ON THE ROUNDABOUT.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....31
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South east West
Manoeuvres.....Turning left
Skidding.....Yes
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.Lamp post
Parts damaged..... / /
Driver gender.....Female
Driver age.....28
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

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

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

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

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1603063 Serious B2145 WHYKE ROAD CHICHESTER 150M SOUTH OF A27 CHICHESTER BYPASS OUTSIDE WATERSPORTS CENTRE Accident 171 of 173

Date & time.....Sunday 22/05/2016 17:55
Grid reference.....486888/103499
District.....Chichester
Primary road.....B2145
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....50 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
IT WOULD APPEAR THAT V2 WAS TRAVELLING SOUTH ON THE B2145 WHEN V1 EMERGED FROM THE WATERSPORTS CENTRE , HAVING FAILED TO OBSERVE THE MOTORCYCLE APPROACHING.

2 Vehicles

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

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....60
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle > 500cc
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Nearside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....47
Hit and Run.....No
Breath test.....Not provided
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....47
Severity.....Serious
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1603121 Slight A27 BOGNOR BRIDGE ROUNDABOUT CHICHESTER AT JUNCTION OF A259 BOGNOR ROAD Accident 172 of 173

Date & time.....Thursday 26/05/2016 15:20
Grid reference.....487771/104105
District.....Chichester
Primary road.....A27
Secondary road.....A259
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Footbridge or subway

Speed limit.....70 Mph
Road type.....Dual c'way
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

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

Accident Description
FTS SLIGHT INJURY RTC. V2 TRAVELLING WEST ON WESTBOUND CARRIAGEWAY A27 ROUNDABOUT JUNCTION WITH A259 BOGNOR ROAD. V1 IN OUTSIDE LANE TRAVELLING SAME DIRECTION. V2 FILTERING THROUGH TRAFFIC. V1 HAS CLIPPED MOTORCYCLIST LEG, MOTORCYCLIST HAS PUT FEET DOWNTO PREVENT HIMSELF FROM FALLING. V1 HAS THEN DRIVEN OVER THE RIGHT FOOT OF MOTORCYCLIST. CAUSING SLIGHT INJURY. V1 HAS MADE NO ATTEMPT TO STOP AND EXCHANGE DETAILS.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....O/T moving vehicle on its O/S
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

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

Vehicle number.....2
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....2
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Reference:1603220 Slight U HEWARTS LANE BOGNOR REGIS 25M WEST OF U ROSE GREEN ROAD OUTSIDE 30 Accident 173 of 173

Date & time.....Thursday 02/06/2016 09:00
Grid reference.....490594/99357
District.....Arun
Primary road.....U
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
V1 WAS TRAVELLING WEST ON HEWARTS LANE, ALDWICK, BOGNOR REGIS. V1 PASSED THE JUNCTION OF ROSE GREEN RD ON THE NEAR SIDE. APPROX 20 METRES PAST JUNCTION THERE WAS A PARKED VAN, DETAILS NOT KNOWN. V1 APPLIED THE REAR BRAKE TO THE MOTORCYCLE AS THERE WAS ONCOMING TRAFFIC AND NEEDED TO GIVE WAY. THE REAR WHEEL TO V1 LOCKED CAUSING V1 TO MOUNT THE KERB AND COLLIDE WITH A HEDGE. NO DAMAGE TO HEDGE OR OTHER VEHICLES. V1 HAS MINOR DAMAGE. RIDER OF V1 HAS GAZING TO RIGHT LEG.

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....M/cycle 50 - 125cc
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Stopping
Skidding.....Yes
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....17
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Commuting to/from work

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....17
Severity.....Slight
Vehicle no.....1
Ped Direction.....

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham to Chichester

ACCIDENT SEVERITY UPTO 2016

	2011	2012	2013	2014	2015	2016	Total
Fatal	1	0	0	0	0	0	1
Serious	3	2	6	11	4	3	29
Slight	3	29	28	26	44	13	143
Damage	0	0	0	0	0	0	0
Total	7	31	34	37	48	16	173

ACCIDENTS BY MONTH AND YEAR UPTO 2016

	2011	2012	2013	2014	2015	2016	Total
January	0	3	0	1	3	4	11
February	0	3	2	7	1	0	13
March	0	4	1	3	5	2	15
April	0	0	6	0	5	2	13
May	0	1	5	2	5	7	20
June	0	2	3	4	4	1	14
July	1	2	3	3	3	0	12
August	1	6	1	4	5	0	17
September	4	1	5	5	4	0	19
October	0	3	2	3	4	0	12
November	0	2	3	1	7	0	13
December	1	4	3	4	2	0	14
Total	7	31	34	37	48	16	173
%	4%	18%	20%	21%	28%	9%	100%

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
Midnight - 00:59	0	0	0	0	0	0	1	1
01:00 - 01:59	1	0	0	0	0	0	0	1
02:00 - 02:59	2	0	0	0	1	0	0	3
03:00 - 03:59	0	0	0	0	0	0	1	1
04:00 - 04:59	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0
06:00 - 06:59	0	1	0	1	0	0	2	4
07:00 - 07:59	1	4	4	2	2	0	0	13
08:00 - 08:59	0	2	1	4	3	1	1	12
09:00 - 09:59	1	2	2	1	1	3	2	12
10:00 - 10:59	2	3	1	2	1	2	2	13
11:00 - 11:59	2	2	1	2	3	2	0	12
12:00 - 12:59	3	1	1	1	2	0	1	9
13:00 - 13:59	2	0	1	0	0	5	2	10
14:00 - 14:59	1	1	4	2	2	2	3	15
15:00 - 15:59	1	3	5	4	3	2	1	19
16:00 - 16:59	2	1	3	2	1	4	0	13
17:00 - 17:59	2	0	0	2	2	3	2	11
18:00 - 18:59	0	4	1	0	1	1	2	9
19:00 - 19:59	2	0	1	1	0	0	2	6
20:00 - 20:59	0	2	1	0	0	0	1	4
21:00 - 21:59	2	0	0	0	0	0	1	3
22:00 - 22:59	0	0	0	0	0	0	1	1
23:00 - 23:59	0	0	0	0	0	1	0	1
Total	24	26	26	24	22	26	25	173
%	14%	15%	15%	14%	13%	15%	14%	100%

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham to Chichester

JUNCTION DETAIL	Number	%
CROSS ROADS	1	1
NOT AT JUNCTION	49	28
PRIVATE DRIVE	5	3
ROUNDABOUT AND MINI	88	51
T OR STAGGERED	30	17
TOTAL	173	

JUNCTION CONTROLS	Number	%
AUTOMATIC TRAFFIC SIG	3	2
GIVE WAY SIGN	121	70
NOT AT JUNCTION	49	28
TOTAL	173	

SPEED LIMIT	Number	%
30 MPH	75	43
40 MPH	15	9
50 MPH	11	6
60 MPH	15	9
70 MPH	57	33
TOTAL	173	

ROAD CLASS	Number	%
A	71	41
B	45	26
C	1	1
Unclassified	56	32
TOTAL	173	

NUMBER OF ACCIDENTS INVOLVING PEDESTRIANS	Number	%
	12	7

NUMBER OF ACCIDENTS INVOLVING SKIDDING	Number	%
	29	17

WEATHER	Number	%
FINE	150	87
RAIN	16	9
RAIN WIND	4	2
UNKNOWN	3	2
TOTAL	173	

ROAD SURFACE	Number	%
DRY	134	77
WET	37	21
ICE	2	1
TOTAL	173	

LIGHT CONDITIONS	Number	%
Light	140	81
Dark	33	19
TOTAL	173	

Pagham to Chichester

CASUALTY SEVERITY UPTO 2016

	2011	2012	2013	2014	2015	2016	Total
Fatal	1	0	0	0	0	0	1
Serious	3	2	6	11	4	3	29
Slight	8	42	42	32	51	18	193
Total	12	44	48	43	55	21	223
%	5%	20%	22%	19%	25%	9%	100%

CASUALTIES BY MONTH AND YEAR UPTO 2016

	2011	2012	2013	2014	2015	2016	Total
January	0	3	0	1	3	5	12
February	0	5	3	8	1	0	17
March	0	4	1	3	5	2	15
April	0	0	10	0	5	2	17
May	0	2	7	3	5	11	28
June	0	2	4	4	5	1	16
July	1	3	3	3	3	0	13
August	1	10	3	6	7	0	27
September	9	1	7	5	4	0	26
October	0	6	2	3	6	0	17
November	0	4	3	1	9	0	17
December	1	4	5	6	2	0	18
Total	12	44	48	43	55	21	223
%	5%	20%	22%	19%	25%	9%	100%

CASUALTIES BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
Midnight - 00:59	0	0	0	0	0	0	1	1
01:00 - 01:59	2	0	0	0	0	0	0	2
02:00 - 02:59	3	0	0	0	1	0	0	4
03:00 - 03:59	0	0	0	0	0	0	1	1
04:00 - 04:59	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0
06:00 - 06:59	0	1	0	2	0	0	2	5
07:00 - 07:59	1	6	7	2	2	0	0	18
08:00 - 08:59	0	2	1	4	3	1	1	12
09:00 - 09:59	1	2	2	1	1	3	2	12
10:00 - 10:59	2	3	1	2	2	3	2	15
11:00 - 11:59	3	2	1	5	4	3	0	18
12:00 - 12:59	4	1	1	2	4	0	1	13
13:00 - 13:59	3	0	1	0	0	5	4	13
14:00 - 14:59	2	1	5	2	2	2	3	17
15:00 - 15:59	2	4	10	4	3	2	2	27
16:00 - 16:59	4	1	6	2	1	4	0	18
17:00 - 17:59	2	0	0	2	2	3	4	13
18:00 - 18:59	0	4	1	0	1	1	4	11
19:00 - 19:59	2	0	1	3	0	0	3	9
20:00 - 20:59	0	2	1	0	0	0	2	5
21:00 - 21:59	2	0	0	0	0	0	3	5
22:00 - 22:59	0	0	0	0	0	0	1	1
23:00 - 23:59	0	0	0	0	0	3	0	3
Total	33	29	38	31	26	30	36	223
%	15%	13%	17%	14%	12%	13%	16%	100%

Pagham to Chichester

CASUALTIES BY TYPE AND AGE GROUPING

	Unknown Age	0 to 11	12 to 16	17 to 24	25 to 59	60 to 69	70 Plus	Total	%
Pedestrian	0	1	0	1	9	1	1	13	6
Pedal Cyclist	0	1	3	4	15	3	1	27	12
PTW Rider	0	0	0	8	16	3	1	28	13
Pillion Passenger	0	0	0	1	1	1	0	3	1
Car Driver	0	0	0	19	55	6	8	88	39
Car Passenger	0	7	8	11	14	2	1	43	19
Goods Driver	0	0	0	0	7	2	0	9	4
Goods Passenger	0	0	0	1	4	0	1	6	3
PSV Passenger	0	0	0	1	1	0	0	2	1
Hack/PRI Driver	0	0	0	0	1	0	0	1	0
Hack/PRI Passenger	0	0	0	1	0	1	0	2	1
Others/Unknown	0	0	0	0	0	0	1	1	0
TOTAL	0	9	11	47	123	19	14	223	
%	0	4	5	21	55	9	6		

Number of Casualties with unknown age: 0

VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER

	1 to 11	12 to 16	17 to 24	25 to 69	70 Plus	Unknown	Total	%
Pedal Cycle	1	3	4	18	1	0	27	8
PTW	0	0	8	20	1	0	29	9
Car	0	0	39	156	25	15	235	71
Minibus	0	0	1	3	0	0	4	1
PSV	0	0	0	2	0	0	2	1
Goods < 3.5T	0	0	1	20	0	1	22	7
Goods > 3.5T	0	0	1	9	0	1	11	3
Hackney/Private	0	0	0	1	0	0	1	0
Other/Unknown	0	0	0	1	1	0	2	1
TOTAL	1	3	54	230	28	17	333	
%	0	1	16	69	8	5		

VEHICLE MANOEUVRES

	Number	%
CHANGING LANE TO LEFT	5	2
CHANGING LANE TO RIGHT	3	1
GOING AHEAD LEFT HAND BEND	3	1
GOING AHEAD OTHER	179	54
GOING AHEAD RIGHT HAND BEND	7	2
STARTING	17	5
OVERTAKING MOVING VEHICLE ON ITS OFFSIDE	4	1
OVERTAKING ON NEARSIDE	2	1
PARKED	9	3
REVERSING	1	0
STOPPING	20	6
TURNING LEFT	8	2
TURNING RIGHT	37	11
U TURN	1	0
WAITING TO GO AHEAD BUT HELD UP	22	7
WAITING TO TURN LEFT	6	2
WAITING TO TURN RIGHT	9	3
TOTAL	333	

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham to Chichester

BREATH TEST

	Number	%
NOT APPLICABLE	20	6
POSITIVE	5	2
NEGATIVE	175	53
NOT REQUESTED	31	9
DRIVER NOT CONTACTED	92	28
MEDICAL REASONS	10	3
TOTAL	333	



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

Accident Severity	
Slight	143
Serious	29
Fatal	1

Casualty Severity	
Slight	193
Serious	29
Fatal	1

Casualty Class	
Driver	127
P.Riders	27
Pass.	56
Ped.	13

Rev	Date	Amendment	Name

West Sussex County Council

PIA Search Ref 16106
Chichester to Pagham
5yrs to 30 Jun 2016

AREA		DRG No.	
ROUTE No.		SCALE	Not Std
FILE No.	16106		
DRAWN	DN		
CHECKED			
DATE	3/8/16		

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Appendix 7

Traffic Survey Results – Pagham Road along Site Frontage

ARUN DISTRICT COUNCIL P/140/16/OUT

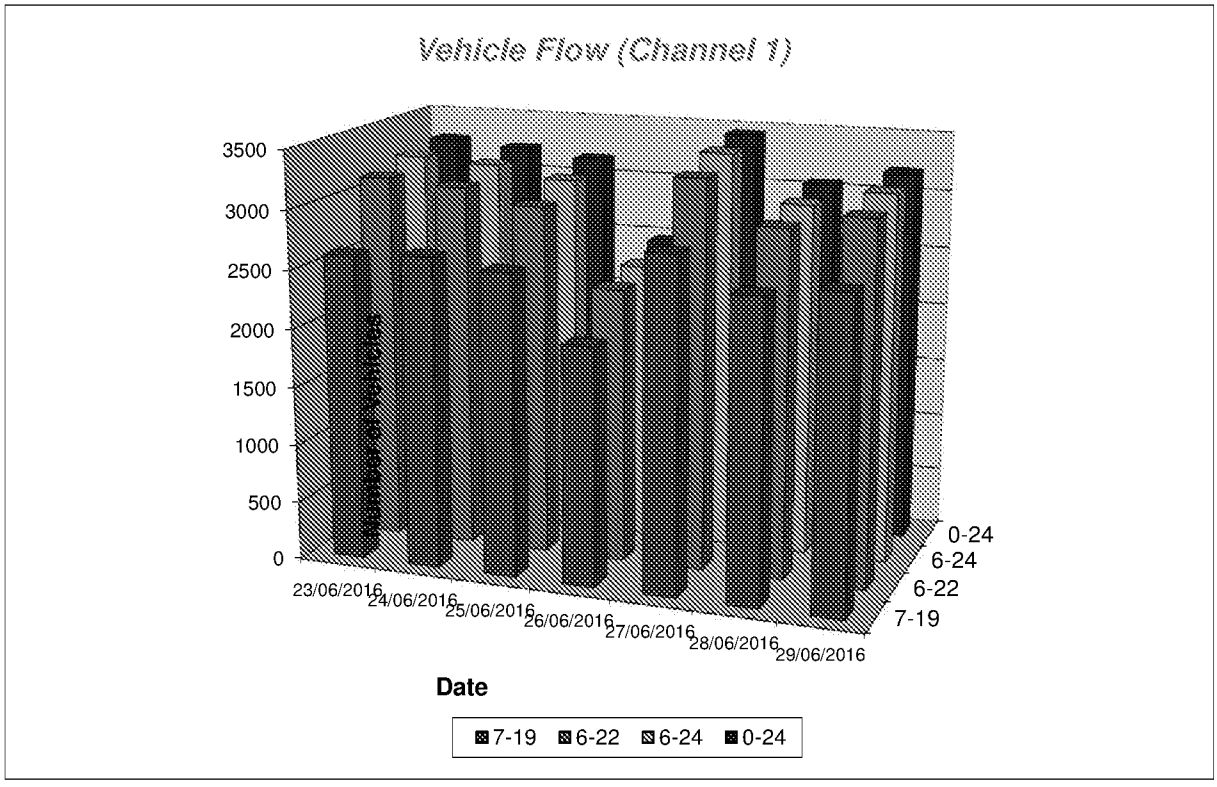
Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound Vehicle Flow **Week 1**

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday	5 Day Ave	7 Day Ave
1	12	9	23	28	15	5	10	10	15
2	4	2	11	13	3	4	5	4	6
3	3	2	7	11	6	2	4	3	5
4	5	2	5	14	4	5	2	4	5
5	5	5	8	7	5	11	7	7	7
6	20	21	18	9	20	24	24	22	19
7	79	85	54	27	63	69	81	75	65
8	202	181	95	35	166	189	179	183	150
9	197	218	172	80	224	221	229	218	192
10	200	196	223	167	214	173	191	195	195
11	227	231	275	216	239	198	225	224	230
12	235	237	308	253	244	235	237	238	250
13	220	242	226	239	269	223	247	240	238
14	232	219	227	215	260	231	220	232	229
15	228	229	242	179	258	211	214	228	223
16	203	210	214	144	222	216	194	209	200
17	222	235	209	186	250	225	224	231	222
18	231	246	196	171	251	229	258	249	226
19	218	209	189	144	234	200	218	216	202
20	227	188	155	113	177	138	175	181	168
21	142	102	126	105	139	111	92	117	117
22	80	75	74	65	97	81	91	85	80
23	53	55	66	30	65	38	51	52	51
24	28	29	44	21	30	24	26	27	29

7-19	2515	2693	2573	2029	2831	2551	2636	2657	2556
6-22	3143	3103	2983	2383	3307	2950	3073	3116	2992
6-24	3215	3171	3051	2443	3385	3027	3147	3195	3066
0-24	3273	3228	3167	2472	3455	3063	3204	3245	3122



Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound Average Speed **Week 1**

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
1	24.1	23.4	26.7	26.1	26.2	27.6	25.4
2	27.0	25.5	26.9	31.4	26.3	24.0	27.8
3	23.7	27.0	25.7	25.9	24.7	23.5	28.8
4	25.2	32.0	24.0	26.0	25.8	29.8	20.0
5	32.4	39.0	26.9	32.7	28.6	26.0	36.0
6	32.8	31.2	30.2	28.9	34.4	31.7	30.0
7	33.3	31.0	28.6	28.2	32.1	31.4	31.2
8	31.3	31.1	29.1	29.7	30.6	30.1	31.7
9	29.0	28.3	28.3	27.1	29.3	28.3	28.6
10	26.6	25.3	26.9	26.7	25.9	25.0	24.5
11	24.7	24.7	24.5	26.1	24.6	25.7	25.1
12	23.9	25.1	25.2	24.7	24.5	24.2	24.4
13	24.8	24.7	25.2	24.8	25.0	24.5	24.4
14	25.1	23.8	24.9	26.0	25.3	25.6	24.3
15	25.6	24.6	25.3	25.1	26.0	25.2	24.7
16	25.3	25.0	25.2	26.6	26.0	26.2	24.3
17	25.0	25.2	25.8	25.2	24.2	24.6	24.9
18	24.5	24.7	24.8	25.0	24.0	24.8	25.1
19	25.9	25.1	25.3	24.9	24.6	24.1	25.6
20	24.3	24.8	24.4	25.7	25.1	25.6	24.7
21	24.0	25.0	23.2	25.1	23.5	25.3	24.9
22	25.2	23.9	25.3	27.0	24.6	23.7	27.3
23	23.5	23.6	24.3	24.1	24.3	24.1	25.2
24	24.3	25.7	25.6	27.4	24.6	25.5	24.3
10-12	24.7	24.9	24.8	25.3	24.6	24.9	24.8
0-24	25.9	25.6	25.5	25.7	25.7	25.7	25.7

7 Day Ave	25.7

Channel 1 - Northbound 85th Percentile

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
1	30.0	28.8	31.4	30.0	32.9	32.2	30.7
2	31.4	28.0	33.0	42.6	29.6	26.8	29.0
3	30.6	27.0	29.7	37.5	28.0	28.1	36.5
4	32.8	32.7	32.4	26.4	34.8	41.2	20.7
5	43.8	46.8	32.0	38.3	40.2	34.0	44.5
6	41.6	38.0	36.9	36.0	41.6	39.1	35.7
7	42.0	39.0	38.0	39.0	40.0	38.0	38.0
8	38.0	39.0	38.0	39.8	38.3	37.0	39.3
9	37.0	35.0	36.0	36.0	36.6	37.0	34.8
10	34.0	32.0	34.0	34.0	34.0	32.0	32.0
11	31.1	32.0	31.0	33.0	32.0	32.0	33.0
12	31.9	32.0	33.0	32.0	32.0	31.0	32.0
13	31.0	32.0	32.0	32.0	32.0	31.0	31.0
14	32.0	31.0	31.0	33.0	32.0	32.5	31.2
15	32.0	31.0	32.0	31.3	33.0	32.0	31.0
16	32.0	32.0	32.0	34.0	34.0	33.0	31.0
17	33.0	31.0	31.0	32.0	30.7	30.4	30.0
18	31.0	31.0	31.0	31.0	31.0	30.0	30.0
19	32.0	31.8	32.0	31.6	31.0	31.0	32.5
20	30.0	32.0	31.0	32.2	32.0	33.0	31.0
21	30.0	33.0	31.0	32.0	30.0	31.5	32.0
22	31.0	30.9	32.1	34.4	31.6	30.0	33.5
23	29.0	29.0	32.0	30.0	31.4	29.9	32.0
24	30.0	36.0	31.6	33.0	31.0	31.7	30.0
10-12	31.1	32.0	31.9	33.0	32.6	32.0	33.0
0-24	33.0	33.0	33.0	33.0	33.0	33.0	33.0

7 Day Ave	33.0

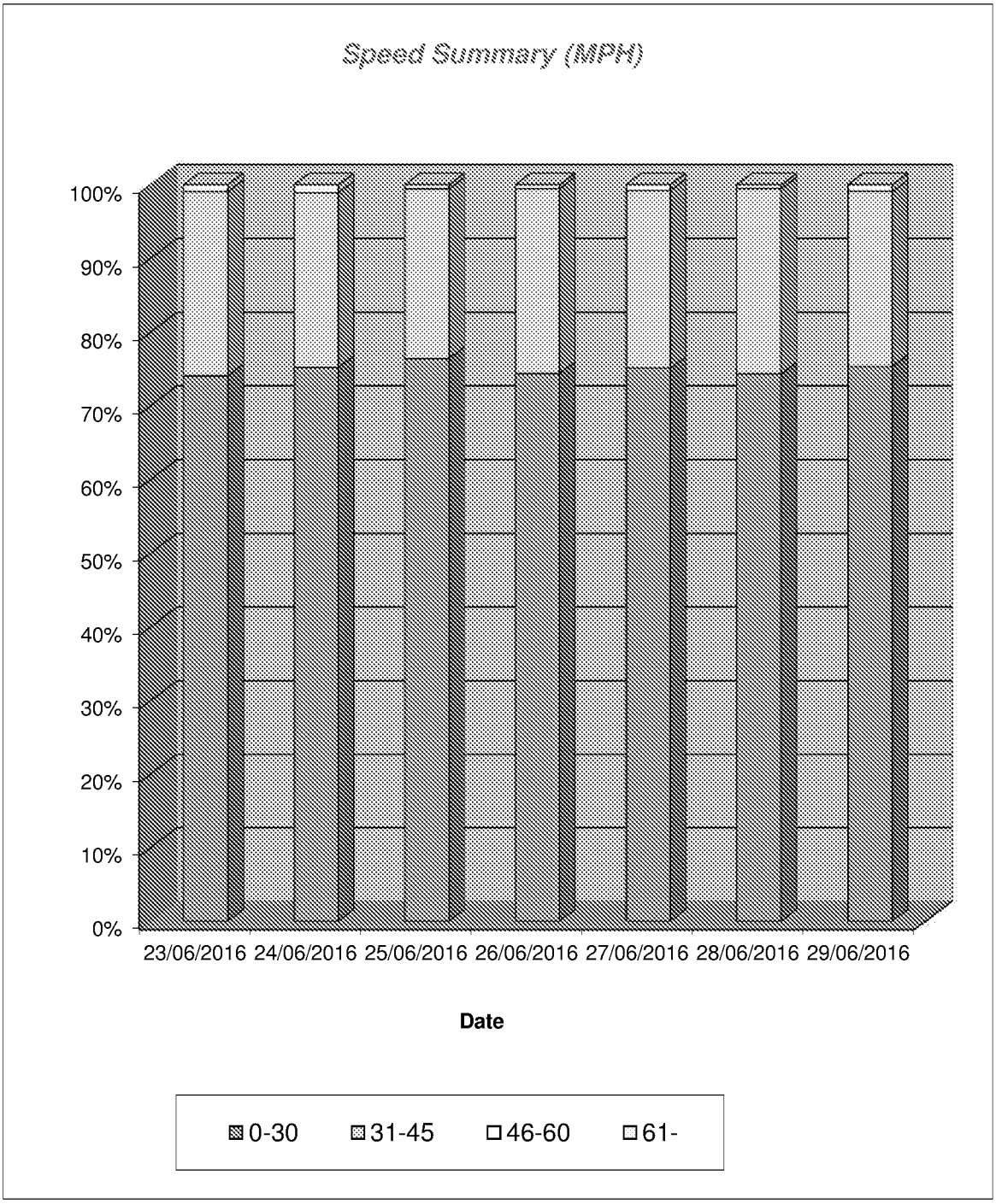
ARUN DISTRICT COUNCIL P/140/16/OUT

Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound Speed Summary **Week 1**

Speed (MPH)	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
0-30	2425	2429	2421	1840	2595	2278	2415
31-45	818	765	729	619	834	770	760
46-60	30	34	17	13	26	15	29
61-	0	0	0	0	0	0	0
TOTAL	3273	3228	3167	2472	3455	3063	3204



ARUN DISTRICT COUNCIL P/140/16/OUT

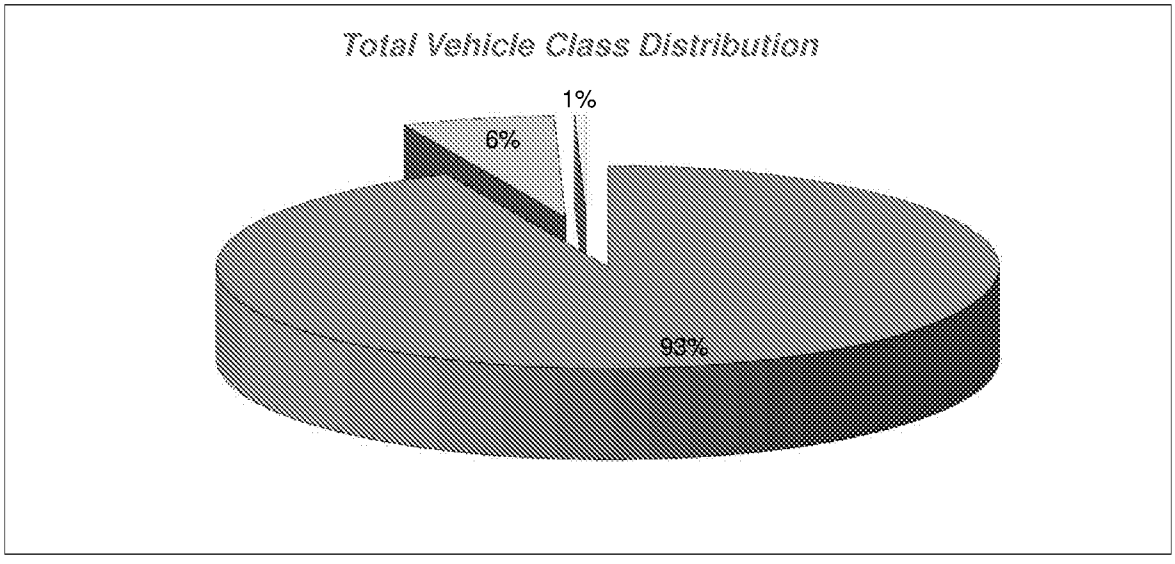
Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
23/06/2016				
7-19	2428	171	6	2615
6-22	2942	192	9	3143
6-24	[illegible]	[illegible]	9	3224
0-24	3069	195	9	3273
24/06/2016				
7-19	2424	216	13	2653
6-22	2950	237	16	3103
6-24	[illegible]	[illegible]	16	3187
0-24	2972	240	16	3228
25/06/2016				
7-19	2451	111	14	2576
6-22	2940	131	14	3085
6-24	[illegible]	[illegible]	14	3095
0-24	3012	141	14	3167
26/06/2016				
7-19	1943	77	9	2029
6-22	2281	86	11	2378
6-24	[illegible]	[illegible]	11	2390
0-24	2369	92	11	2472
27/06/2016				
7-19	2586	228	17	2831
6-22	3037	252	18	3307
6-24	[illegible]	[illegible]	19	3402
0-24	3177	259	19	3455
28/06/2016				
7-19	2344	190	17	2551
6-22	2761	211	18	2990
6-24	[illegible]	[illegible]	18	3012
0-24	2828	217	18	3063
29/06/2016				
7-19	2433	203	12	2648
6-22	2837	224	14	3075
6-24	[illegible]	[illegible]	14	3152
0-24	2957	233	14	3204

Average				
7-19	2372	171	13	2556
6-22	2781	191	14	2986
6-24	[illegible]	[illegible]	14	3066
0-24	2912	197	14	3123



ARUN DISTRICT COUNCIL P/140/16/OUT

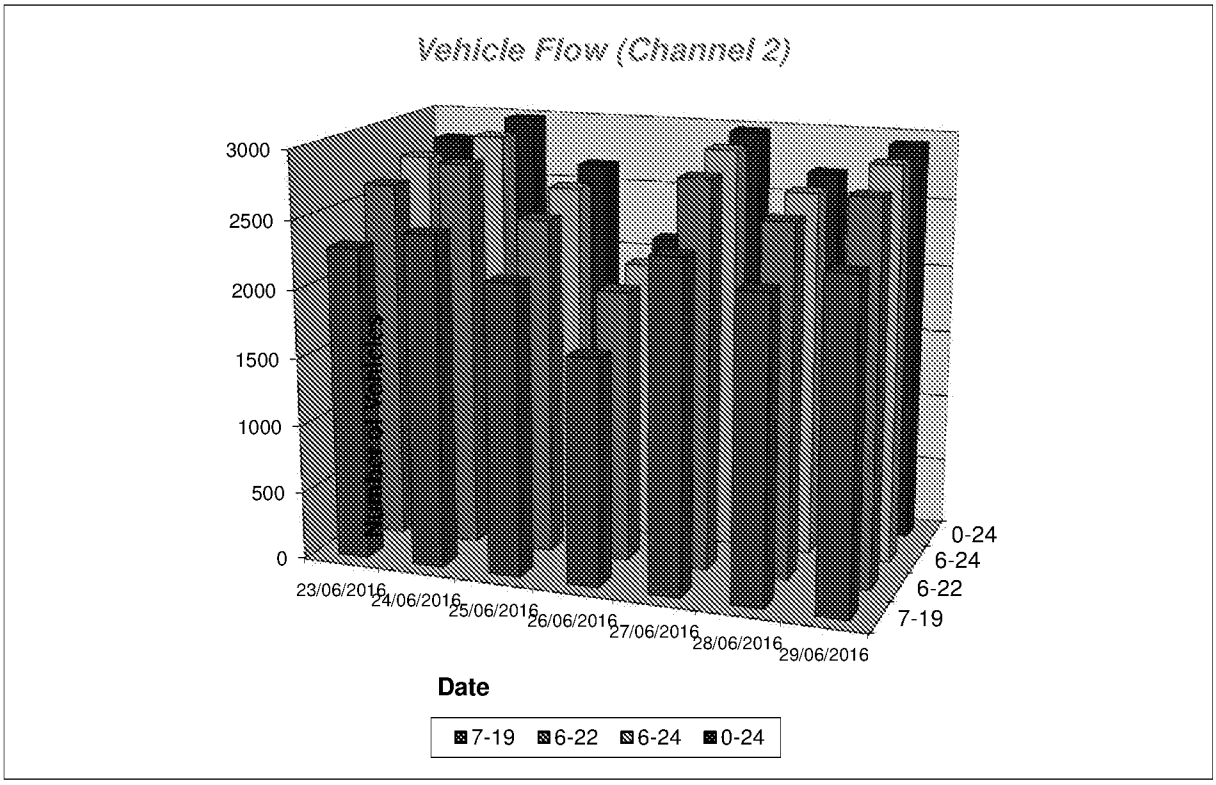
Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 2 - Southbound Vehicle Flow **Week 1**

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday	5 Day Ave	7 Day Ave
1	18	19	36	33	16	10	11	15	20
2	6	6	14	13	10	4	6	6	8
3	4	7	5	6	4	5	5	5	5
4	4	0	6	6	2	4	1	2	3
5	6	5	7	5	3	6	4	5	5
6	10	19	11	10	10	13	16	14	13
7	39	42	25	12	40	41	49	42	35
8	112	110	49	27	110	101	97	106	87
9	167	168	116	65	151	139	170	159	139
10	171	163	156	118	161	162	162	164	156
11	173	186	205	193	195	171	174	180	185
12	192	179	224	172	195	173	173	182	187
13	162	210	235	176	198	174	196	188	193
14	184	204	222	164	224	207	199	204	201
15	189	181	182	144	199	184	188	188	181
16	185	221	189	141	223	199	221	210	197
17	257	273	178	156	250	215	281	255	230
18	277	288	203	150	269	282	295	282	252
19	224	248	173	149	231	207	226	227	208
20	120	161	133	143	175	137	152	149	146
21	106	113	104	119	125	97	106	109	110
22	86	80	69	59	82	82	86	83	78
23	67	67	69	53	62	61	83	68	66
24	48	43	58	19	47	34	41	43	41

7-19	2393	2431	2132	1886	2406	2214	2382	2345	2216
6-22	2744	2807	2467	1998	2823	2571	2775	2729	2598
6-24	2751	2850	2525	2012	2870	2605	2816	2840	2643
0-24	2807	2993	2668	2133	2982	2708	2942	2886	2748



Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 2 - Southbound Average Speed **Week 1**

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
1	26.4	23.8	26.9	24.1	24.6	25.6	27.5
2	24.5	27.2	30.2	25.7	28.9	24.8	32.0
3	24.5	34.1	25.8	32.2	22.3	24.8	25.6
4	32.5	-	24.8	22.5	24.5	25.5	30.0
5	27.0	21.4	25.9	25.6	33.7	28.8	25.0
6	24.1	24.3	25.5	21.9	23.2	24.7	24.8
7	23.5	22.9	22.1	25.9	24.2	21.2	23.0
8	24.0	24.2	21.4	24.9	25.1	23.5	25.6
9	24.0	25.3	25.3	24.6	23.7	24.4	24.4
10	23.7	24.4	25.7	24.6	24.1	24.4	23.5
11	23.7	25.2	25.0	24.7	23.8	24.3	25.4
12	24.3	25.6	25.4	25.9	25.0	24.7	25.2
13	25.5	25.1	25.9	25.9	26.8	25.6	25.3
14	26.4	25.3	26.0	25.8	26.1	25.9	24.9
15	25.9	25.2	26.2	25.9	26.7	25.7	25.5
16	26.7	27.0	25.4	26.9	25.8	26.7	27.0
17	27.2	27.4	25.9	26.5	27.4	27.3	27.5
18	27.9	28.4	24.2	26.3	27.6	26.5	28.1
19	26.1	27.2	25.1	24.6	24.8	26.7	26.9
20	25.6	25.9	24.6	26.6	27.2	26.9	26.3
21	24.4	25.4	24.9	26.5	25.9	25.9	25.0
22	25.0	26.3	24.9	27.9	24.7	27.3	26.7
23	27.9	25.0	25.3	24.5	24.2	25.2	25.4
24	26.5	26.9	25.4	28.8	24.8	27.1	28.4

10-12	24.0	25.4	25.2	25.8	24.4	24.6	25.3
0-24	25.7	26.0	25.3	25.8	25.7	25.7	26.0

7 Day Ave	25.8

Channel 2 - Southbound 85th Percentile

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
1	34.5	32.3	34.0	30.2	30.0	29.6	32.5
2	30.5	33.5	43.2	32.4	37.6	34.0	38.3
3	32.2	40.1	30.8	40.0	28.1	28.8	27.4
4	36.6	-	28.5	26.3	24.9	30.2	-
5	31.0	26.0	36.5	33.8	38.3	33.0	32.3
6	32.7	30.9	36.0	31.7	29.7	31.4	37.5
7	32.0	31.0	30.0	33.4	36.0	29.0	31.0
8	32.0	32.0	30.0	34.2	32.0	30.0	33.0
9	30.0	32.0	30.0	30.0	32.0	31.0	30.7
10	31.0	32.0	31.0	32.0	31.0	31.0	31.0
11	31.0	33.0	30.0	30.2	30.0	31.0	32.0
12	30.0	33.0	31.0	32.0	32.0	32.2	33.2
13	33.0	32.0	32.0	33.0	33.0	31.0	33.0
14	33.6	32.0	32.0	34.0	33.0	33.0	32.3
15	33.0	33.0	32.0	33.0	33.3	33.0	32.0
16	33.0	34.0	31.8	34.0	32.0	33.0	33.0
17	34.0	34.0	32.0	33.0	33.0	34.0	34.0
18	35.0	35.0	31.0	31.7	33.0	33.9	35.0
19	34.0	34.0	32.0	30.0	30.5	33.0	34.0
20	34.0	34.0	32.0	34.0	34.0	34.0	33.0
21	33.0	32.2	31.0	33.0	33.0	33.0	31.3
22	32.0	34.0	31.0	34.0	32.0	34.9	34.0
23	33.1	32.0	34.0	30.0	30.9	33.0	30.7
24	33.0	33.7	32.0	34.9	33.1	34.0	34.0

10-12	31.0	33.0	30.0	30.2	30.0	31.0	32.0
0-24	33.0	33.0	32.0	33.0	33.0	33.0	33.0

7 Day Ave	33.0

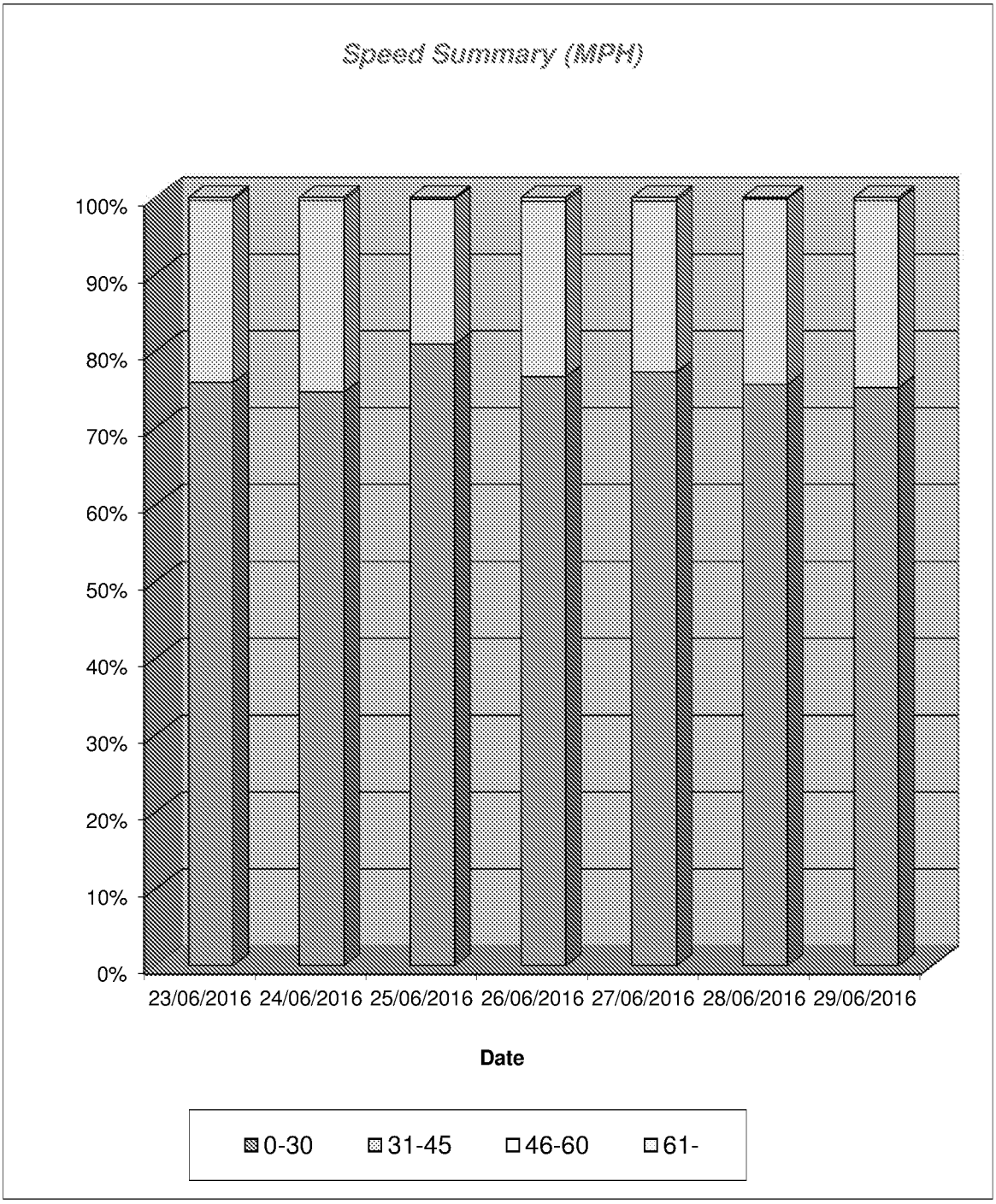
ARUN DISTRICT COUNCIL P/140/16/OUT

Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 2 - Southbound Speed Summary **Week 1**

Speed (MPH)	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
0-30	2131	2234	2159	1635	2304	2049	2213
31-45	667	748	504	488	666	655	719
46-60	9	11	6	10	12	4	10
61-	0	0	0	0	0	0	0
TOTAL	2807	2993	2669	2133	2982	2708	2942



ARUN DISTRICT COUNCIL P/140/16/OUT

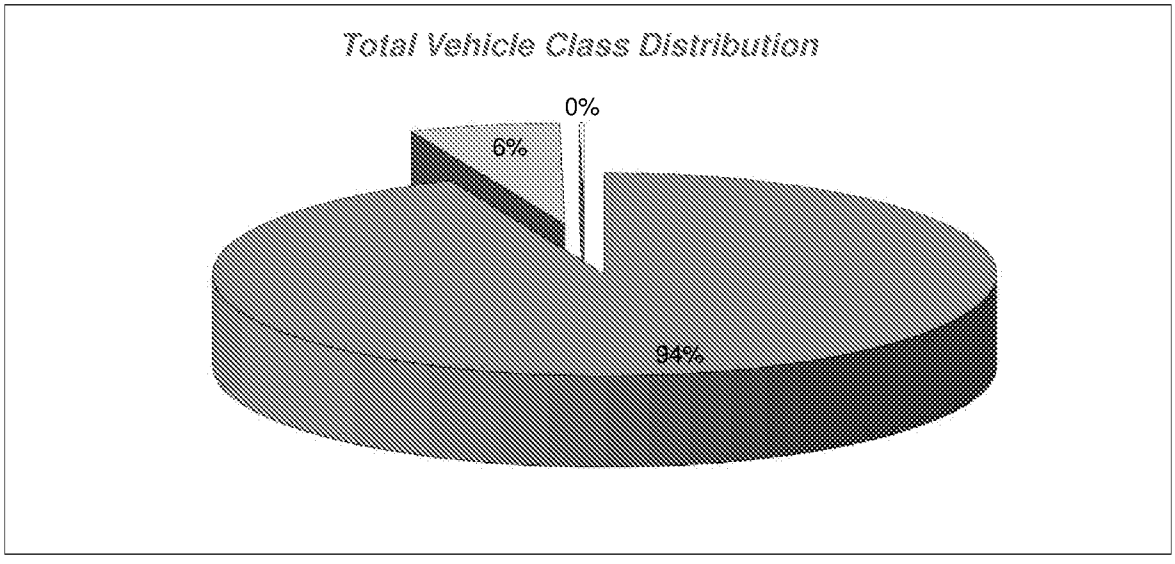
Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 2 - Southbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
23/06/2016				
7-19	2135	156	2	2293
6-22	2488	172	3	2644
6-24	2622	174	3	2759
0-24	2629	175	3	2807
24/06/2016				
7-19	2247	177	7	2431
6-22	2608	185	7	2827
6-24	2780	190	7	2937
0-24	2787	199	7	2993
25/06/2016				
7-19	2033	98	1	2132
6-22	2348	113	2	2463
6-24	2476	112	2	2590
0-24	2549	118	2	2669
26/06/2016				
7-19	1588	67	0	1655
6-22	1908	82	1	1988
6-24	1974	85	1	2060
0-24	2045	87	1	2133
27/06/2016				
7-19	2213	187	6	2406
6-22	2610	211	7	2828
6-24	2737	213	7	2937
0-24	2758	217	7	2982
28/06/2016				
7-19	2023	185	6	2214
6-22	2361	203	7	2571
6-24	2521	136	7	2665
0-24	2489	211	8	2708
29/06/2016				
7-19	2305	166	11	2382
6-22	2578	185	11	2775
6-24	2675	185	11	2699
0-24	2742	189	11	2942

Average				
7-19	2063	148	5	2216
6-22	2414	166	5	2585
6-24	2570	163	5	2693
0-24	2571	171	6	2748



ARUN DISTRICT COUNCIL P/140/16/OUT

Site No: 17550001 Grid Reference: SZ89116,98378
Pagham Road, Bognor Regis (LC 29)
Speed Report-Limit 30 Mph Tue 03-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	4	-	34.8	9.5	0	0	0	0	0	2	1	0	0	1	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	10	36	31	7.6	0	0	0	0	2	5	1	1	0	1	0	0
05:00	45	35.1	29.9	6.2	0	0	1	1	7	19	12	3	1	1	0	0
06:00	93	35.3	29.6	6.4	0	1	4	0	13	40	24	8	3	0	0	0
07:00	232	34	28.4	5.7	0	2	3	12	46	104	49	14	2	0	0	0
08:00	262	33.7	28.8	4.6	0	0	2	7	52	120	75	6	0	0	0	0
09:00	215	31.6	27.3	5.2	0	0	3	18	54	104	29	5	1	1	0	0
10:00	239	30.6	26.4	4.4	0	0	1	12	105	93	23	5	0	0	0	0
11:00	201	30.4	26.6	4	0	0	0	9	81	91	19	1	0	0	0	0
12:00	203	30.4	26.4	4.4	0	0	1	10	89	82	16	5	0	0	0	0
13:00	194	30.9	27.2	4.6	0	0	1	10	63	92	23	4	1	0	0	0
14:00	195	32.4	27.9	4.4	0	0	1	4	58	93	34	5	0	0	0	0
15:00	172	33.5	28.1	5.3	0	2	1	6	45	74	35	9	0	0	0	0
16:00	170	33.3	28	5.2	0	1	2	7	43	75	35	6	1	0	0	0
17:00	164	32.7	27.6	5.3	0	0	3	7	51	69	26	7	0	1	0	0
18:00	145	33.8	28.7	4.9	0	0	0	7	28	70	32	7	1	0	0	0
19:00	142	33.3	27.8	5.8	0	1	3	8	36	61	24	7	2	0	0	0
20:00	69	32.2	27.7	4.6	0	0	1	3	17	34	13	1	0	0	0	0
21:00	54	33.5	27.9	6	0	1	2	1	11	25	11	3	0	0	0	0
22:00	35	33	28.1	5	0	0	1	0	10	15	8	1	0	0	0	0
23:00	18	40.5	33.5	9	0	0	1	0	2	3	6	3	2	0	1	0
12H,7-19	2392	32.5	27.6	4.9	0	5	18	109	715	1067	396	74	6	2	0	0
16H,6-22	2750	32.7	27.7	5	0	8	28	121	792	1227	468	93	11	2	0	0
18H,6-24	2803	32.8	27.7	5.1	0	8	30	121	804	1245	482	97	13	2	1	0
24H,0-24	2865	32.9	27.8	5.1	0	8	31	122	814	1272	496	102	14	5	1	0
Am	08:00	-	-	-	-	07:00	06:00	09:00	10:00	08:00	08:00	07:00	06:00	09:00	-	-
Peak	262	-	-	-	-	2	4	18	105	120	75	14	3	1	-	-
Pm	12:00	23:00	23:00	23:00	-	15:00	19:00	13:00	12:00	14:00	16:00	15:00	23:00	17:00	23:00	-
Peak	203	40.5	33.5	9	-	2	3	10	89	93	35	9	2	1	1	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Wed 04-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	6	-	32.7	6	0	0	0	0	1	1	2	2	0	0	0	0
01:00	4	-	28.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
02:00	4	-	29.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	12	42.8	31.4	9.2	0	0	0	1	2	5	1	0	2	1	0	0
05:00	40	36.4	30.9	5.5	0	0	0	0	8	13	12	6	1	0	0	0
06:00	89	35.2	29.7	6.4	0	0	3	0	19	34	23	6	2	2	0	0
07:00	238	34.3	28.7	5.6	0	0	5	10	46	107	51	16	3	0	0	0
08:00	241	33.8	28.5	5.1	0	2	1	9	53	107	58	11	0	0	0	0
09:00	204	32.4	27.9	4.2	0	0	0	6	57	99	40	2	0	0	0	0
10:00	214	30.6	26.7	4.4	0	1	2	6	81	100	22	1	1	0	0	0
11:00	220	30.7	27	4.4	0	1	0	11	70	112	22	4	0	0	0	0
12:00	213	30.9	27.3	4.5	0	1	3	5	64	108	31	0	1	0	0	0
13:00	166	32.6	27.5	4.9	0	1	3	3	51	72	34	2	0	0	0	0
14:00	200	32.9	27.3	5.4	0	2	0	12	69	75	30	12	0	0	0	0
15:00	138	32.3	28.2	4.1	0	0	0	2	35	73	26	1	1	0	0	0
16:00	184	33.2	28.2	4.6	0	0	0	4	54	82	36	8	0	0	0	0
17:00	155	33.7	28.9	4.6	0	1	0	5	26	76	43	4	0	0	0	0
18:00	173	34.1	28.3	5.6	0	0	1	14	42	64	41	10	0	1	0	0
19:00	125	31.7	27.1	4.9	0	0	3	6	37	57	20	2	0	0	0	0
20:00	67	35.3	29.8	5.1	0	0	0	0	17	24	18	8	0	0	0	0
21:00	46	34.3	28.3	5.6	0	0	0	3	14	15	10	4	0	0	0	0
22:00	25	34.9	30.5	5.2	0	0	0	0	5	8	10	1	1	0	0	0
23:00	15	36.4	31.5	4.8	0	0	0	0	1	7	4	3	0	0	0	0
12H,7-19	2346	32.8	27.8	4.9	0	9	15	87	648	1075	434	71	6	1	0	0
16H,6-22	2673	33	27.9	5	0	9	21	96	735	1205	505	91	8	3	0	0
18H,6-24	2713	33.1	28	5	0	9	21	96	741	1220	519	95	9	3	0	0
24H,0-24	2779	33.2	28	5	0	9	21	97	753	1244	536	103	12	4	0	0
Am	08:00	-	-	-	-	08:00	07:00	11:00	10:00	11:00	08:00	07:00	07:00	06:00	-	-
Peak	241	-	-	-	-	2	5	11	81	112	58	16	3	2	-	-
Pm	12:00	23:00	23:00	18:00	-	14:00	19:00	18:00	14:00	12:00	17:00	14:00	22:00	18:00	-	-
Peak	213	36.4	31.5	5.6	-	2	3	14	69	108	43	12	1	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Thu 05-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	13	33.6	29.7	3.9	0	0	0	0	2	6	5	0	0	0	0	0
01:00	5	-	31.5	7.7	0	0	0	1	0	0	3	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	10	41	35	7.9	0	0	0	0	1	3	1	3	1	1	0	0
05:00	49	34.8	29.5	6.4	0	1	1	1	7	19	16	2	2	0	0	0
06:00	96	36	30.4	6.6	0	1	3	0	14	34	29	13	1	0	1	0
07:00	228	34.9	29.6	5.5	0	1	2	6	39	93	67	16	4	0	0	0
08:00	243	34.3	29.5	4.5	0	0	1	4	39	112	76	11	0	0	0	0
09:00	246	32.4	27.8	4.8	0	2	2	9	58	125	46	3	1	0	0	0
10:00	268	31.8	27.8	4.7	0	2	3	8	61	146	43	4	1	0	0	0
11:00	159	32.9	27.9	4.8	0	0	2	7	41	72	33	4	0	0	0	0
12:00	197	31.9	27.4	4.9	0	1	2	6	65	88	28	7	0	0	0	0
13:00	219	30.8	26.3	6.3	0	7	11	14	45	113	22	6	1	0	0	0
14:00	166	30.9	27.7	3.9	0	0	0	3	48	92	20	3	0	0	0	0
15:00	178	32.5	28.2	4.5	0	0	2	4	40	95	32	4	1	0	0	0
16:00	232	31.9	27.4	4.9	0	0	4	15	58	113	37	5	0	0	0	0
17:00	177	33.6	28.3	5.4	0	0	4	7	38	82	37	7	1	1	0	0
18:00	174	32.3	27.7	5.1	0	2	5	1	42	90	29	5	0	0	0	0
19:00	156	30.9	27.4	4.6	0	1	0	5	47	81	17	4	1	0	0	0
20:00	86	34.4	29	5.3	0	0	1	2	20	36	20	6	1	0	0	0
21:00	69	34.7	29.7	7.6	0	1	1	2	14	23	23	3	0	0	0	2
22:00	45	30.8	27.5	4.6	0	0	1	1	12	24	6	1	0	0	0	0
23:00	17	33.4	28.2	6.4	0	0	0	2	4	6	4	0	1	0	0	0
12H,7-19	2487	32.9	28	5.1	0	15	38	84	574	1221	470	75	9	1	0	0
16H,6-22	2894	33.2	28.1	5.2	0	18	43	93	669	1395	559	101	12	1	1	2
18H,6-24	2956	33.1	28.1	5.2	0	18	44	96	685	1425	569	102	13	1	1	2
24H,0-24	3033	33.3	28.1	5.2	0	19	45	98	695	1453	594	108	16	2	1	2
Am	10:00	-	-	-	-	10:00	10:00	09:00	10:00	10:00	08:00	07:00	07:00	04:00	06:00	-
Peak	268	-	-	-	-	2	3	9	61	146	76	16	4	1	1	-
Pm	16:00	21:00	21:00	21:00	-	13:00	13:00	16:00	12:00	16:00	17:00	17:00	23:00	17:00	-	21:00
Peak	232	34.7	29.7	7.6	-	7	11	15	65	113	37	7	1	1	-	2

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Fri 06-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	6	-	30.2	3	0	0	0	0	0	4	2	0	0	0	0	0
01:00	6	-	30.2	7	0	0	0	0	2	2	0	2	0	0	0	0
02:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	12	40.3	32.3	6.6	0	0	0	0	1	6	2	1	2	0	0	0
05:00	43	39	32.2	6.9	0	0	1	1	7	7	11	15	1	0	0	0
06:00	102	37.8	31.3	6.4	0	0	2	0	14	38	28	12	7	1	0	0
07:00	209	35	29.8	5.4	0	0	2	6	34	85	62	17	2	1	0	0
08:00	277	33.3	28.5	4.7	0	1	1	9	54	144	57	10	1	0	0	0
09:00	281	30.9	27.4	4.3	0	0	1	10	89	140	35	5	1	0	0	0
10:00	280	30.8	26.7	4.7	0	3	2	11	100	126	35	3	0	0	0	0
11:00	211	31.5	27.6	4.6	0	1	2	6	55	112	29	6	0	0	0	0
12:00	206	32.1	27.7	4.7	0	1	2	6	54	104	35	3	1	0	0	0
13:00	187	31.5	27.3	4.8	1	0	1	8	56	90	27	3	1	0	0	0
14:00	197	33	28	5.3	0	3	2	10	34	101	42	5	0	0	0	0
15:00	202	31.4	27	5	0	2	5	5	64	93	31	2	0	0	0	0
16:00	191	32.8	27.6	5.5	0	5	0	5	55	85	33	8	0	0	0	0
17:00	225	31.9	27.7	4.5	0	1	0	11	55	117	37	4	0	0	0	0
18:00	166	32.5	28	4.8	0	1	1	4	41	85	28	5	1	0	0	0
19:00	151	32.2	27.7	4.9	0	1	1	3	47	71	21	7	0	0	0	0
20:00	100	34.8	29.8	4.9	0	0	0	3	12	52	23	9	1	0	0	0
21:00	78	32.8	27.6	5.5	0	0	3	0	27	31	13	3	1	0	0	0
22:00	41	31.4	27.5	5.8	0	1	0	2	10	21	5	1	1	0	0	0
23:00	17	34	28.2	5.9	0	0	0	2	4	5	5	1	0	0	0	0
12H,7-19	2632	32.5	27.8	4.9	1	18	19	91	691	1282	451	71	7	1	0	0
16H,6-22	3063	32.8	27.9	5	1	19	25	97	791	1474	536	102	16	2	0	0
18H,6-24	3121	32.8	27.9	5	1	20	25	101	805	1500	546	104	17	2	0	0
24H,0-24	3190	33	28	5.1	1	20	26	102	815	1521	561	122	20	2	0	0
Am	09:00	-	-	-	-	10:00	11:00	10:00	10:00	08:00	07:00	07:00	06:00	07:00	-	-
Peak	281	-	-	-	-	3	2	11	100	144	62	17	7	1	-	-
Pm	17:00	20:00	20:00	23:00	13:00	16:00	15:00	17:00	15:00	17:00	14:00	20:00	22:00	-	-	-
Peak	225	34.8	29.8	5.9	1	5	5	11	64	117	42	9	1	-	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

ARUN DISTRICT COUNCIL P/140/16/OUT

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Sat 07-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	20	38.5	30.3	7.3	0	0	0	1	5	7	2	3	2	0	0	0
01:00	12	39.5	35.6	6.7	0	0	0	0	0	4	2	4	1	1	0	0
02:00	8	-	31	8.6	0	0	0	2	0	1	2	3	0	0	0	0
03:00	5	-	29.5	6.6	0	0	0	0	2	1	1	1	0	0	0	0
04:00	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0
05:00	31	33.4	28.7	4.9	0	0	1	0	6	15	8	1	0	0	0	0
06:00	43	36.1	29.8	7.1	0	0	2	1	8	15	10	4	3	0	0	0
07:00	101	34.1	29.2	5.1	0	0	0	2	19	55	15	7	3	0	0	0
08:00	127	34.1	29.4	4.6	0	1	0	2	19	61	39	5	0	0	0	0
09:00	194	30.6	26.9	4.3	0	0	1	8	69	94	18	4	0	0	0	0
10:00	273	30.4	26.2	4.3	0	0	3	14	117	111	25	3	0	0	0	0
11:00	323	30.2	26.5	3.8	0	0	1	12	128	157	25	0	0	0	0	0
12:00	249	30.9	27.2	4.7	0	2	2	9	73	129	27	6	1	0	0	0
13:00	220	32.4	27.4	5.1	0	0	2	14	68	93	33	9	1	0	0	0
14:00	184	32.7	26.7	6.2	0	6	3	10	59	68	30	7	1	0	0	0
15:00	183	32.3	27.8	5.4	0	2	4	3	43	95	32	2	0	1	1	0
16:00	160	31.5	27.1	4.9	0	1	1	7	57	67	23	3	1	0	0	0
17:00	197	33.5	28.3	4.9	0	1	2	5	47	88	48	6	0	0	0	0
18:00	181	32.3	27.3	5.3	0	2	5	3	55	80	31	5	0	0	0	0
19:00	149	32.6	27.9	5.2	0	1	3	1	42	71	26	3	1	1	0	0
20:00	124	32.2	27.5	4.8	0	0	1	6	38	55	21	2	1	0	0	0
21:00	82	30.6	26.4	5.4	0	0	3	6	28	35	7	2	1	0	0	0
22:00	60	33.5	27.8	5.6	0	0	0	5	18	22	11	3	1	0	0	0
23:00	43	34.4	28.7	6.1	0	1	0	1	11	15	12	2	1	0	0	0
12H,7-19	2392	31.8	27.3	4.9	0	15	24	89	754	1098	346	57	7	1	1	0
16H,6-22	2790	31.9	27.4	5	0	16	33	103	870	1274	410	68	13	2	1	0
18H,6-24	2893	32	27.4	5	0	17	33	109	899	1311	433	73	15	2	1	0
24H,0-24	2971	32.2	27.5	5.1	0	17	34	112	912	1339	449	85	18	4	1	0
Am	11:00	-	04:00	04:00	-	08:00	10:00	10:00	11:00	11:00	08:00	07:00	07:00	04:00	-	-
Peak	323	-	41	10.6	-	1	3	14	128	157	39	7	3	1	-	-
Pm	12:00	23:00	23:00	14:00	-	14:00	18:00	13:00	12:00	12:00	17:00	13:00	23:00	19:00	15:00	-
Peak	249	34.4	28.7	6.2	-	6	5	14	73	129	48	9	1	1	1	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Sun 08-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	20	34.1	28.8	5.9	0	0	1	0	4	9	4	2	0	0	0	0
01:00	11	35.6	30.8	4.9	0	0	0	0	1	6	2	2	0	0	0	0
02:00	14	35.4	29.2	7.9	0	1	0	0	3	3	5	2	0	0	0	0
03:00	3	-	28.5	5	0	0	0	0	1	1	1	0	0	0	0	0
04:00	5	-	31.5	3.1	0	0	0	0	0	2	3	0	0	0	0	0
05:00	14	39.7	32.8	9	0	1	0	0	1	3	2	6	1	0	0	0
06:00	24	39.2	27.7	10.3	0	1	2	4	4	4	3	3	3	0	0	0
07:00	78	34.9	28.9	5.6	0	0	2	2	15	36	14	9	0	0	0	0
08:00	120	34.5	29.3	5.4	0	0	4	1	19	54	34	7	1	0	0	0
09:00	186	32.7	28.3	4.9	0	3	3	2	28	108	39	3	0	0	0	0
10:00	242	32.8	27.9	4.8	0	1	3	6	63	114	50	4	1	0	0	0
11:00	301	32.6	28.2	4.7	0	2	2	8	64	163	51	11	0	0	0	0
12:00	234	30.7	26.7	5.2	0	4	6	10	63	122	25	4	0	0	0	0
13:00	206	33.1	27.8	5.9	0	5	0	11	48	93	42	3	3	1	0	0
14:00	198	33.5	28.3	5.6	0	2	4	3	46	98	30	12	3	0	0	0
15:00	188	33.8	28.8	5.1	0	2	1	3	39	87	48	6	2	0	0	0
16:00	227	32.7	27.9	5.1	0	3	1	7	56	113	36	11	0	0	0	0
17:00	238	33	28.2	4.9	0	2	1	2	64	117	39	12	1	0	0	0
18:00	188	33.8	28.6	5.3	0	1	3	6	39	83	48	6	2	0	0	0
19:00	148	33.9	28.6	5.2	0	1	2	5	28	69	35	8	0	0	0	0
20:00	100	34	29.4	5.3	0	0	2	0	16	55	19	4	4	0	0	0
21:00	64	33.7	28	6	0	1	2	4	11	25	20	1	0	0	0	0
22:00	33	36.7	29.9	8.1	0	1	2	0	5	9	10	4	2	0	0	0
23:00	20	34.8	29.3	5.4	0	0	0	0	7	5	6	2	0	0	0	0
12H,7-19	2406	33.2	28.1	5.2	0	25	30	61	544	1188	456	88	13	1	0	0
16H,6-22	2742	33.3	28.2	5.3	0	28	38	74	603	1341	533	104	20	1	0	0
18H,6-24	2795	33.4	28.2	5.3	0	29	40	74	615	1355	549	110	22	1	0	0
24H,0-24	2862	33.5	28.3	5.4	0	31	41	74	625	1379	566	122	23	1	0	0
Am	11:00	-	05:00	06:00	-	09:00	08:00	11:00	11:00	11:00	11:00	11:00	06:00	-	-	-
Peak	301	-	32.8	10.3	-	3	4	8	64	163	51	11	3	-	-	-
Pm	17:00	22:00	22:00	22:00	-	13:00	12:00	13:00	17:00	12:00	18:00	17:00	20:00	13:00	-	-
Peak	238	36.7	29.9	8.1	-	5	6	11	64	122	48	12	4	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Mon 09-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	7	-	32.1	5.7	0	0	0	0	1	2	2	2	0	0	0	0
01:00	6	-	31	5.4	0	0	0	0	1	2	2	1	0	0	0	0
02:00	6	-	25.2	5.4	0	0	0	2	0	4	0	0	0	0	0	0
03:00	5	-	29.5	4.4	0	0	0	0	1	2	2	0	0	0	0	0
04:00	11	40.6	32.1	6.5	0	0	0	0	1	5	3	0	2	0	0	0
05:00	50	35.6	28.6	7.9	0	2	3	0	11	13	14	6	1	0	0	0
06:00	93	34.6	28.8	6.6	0	2	3	2	14	43	20	6	3	0	0	0
07:00	235	34.3	29.3	4.9	0	0	3	2	42	113	59	13	3	0	0	0
08:00	269	32.1	28.1	4.3	0	0	2	5	64	148	41	9	0	0	0	0
09:00	220	30.7	27	4.3	0	0	2	9	74	108	23	4	0	0	0	0
10:00	248	30.2	26.2	4.1	0	0	1	15	102	110	18	2	0	0	0	0
11:00	226	31.4	26.9	5.3	0	1	7	11	71	99	30	6	1	0	0	0
12:00	175	31.3	27.2	4.7	0	2	1	3	58	83	25	3	0	0	0	0
13:00	178	31.7	28.1	4.4	0	0	1	5	39	102	26	4	0	1	0	0
14:00	200	31.7	27.7	4.5	0	2	1	1	57	104	31	4	0	0	0	0
15:00	196	30.3	25.8	5.2	0	4	3	11	80	80	15	2	1	0	0	0
16:00	187	32	28.2	4.7	0	1	1	4	41	106	27	5	2	0	0	0
17:00	189	31.2	27.4	4.4	0	1	1	4	58	95	27	3	0	0	0	0
18:00	148	33	28.1	4.7	0	1	0	6	36	69	33	3	0	0	0	0
19:00	105	30.9	26.8	5.2	0	1	4	4	29	51	15	1	0	0	0	0
20:00	78	30.8	27.5	4.5	0	0	0	3	25	39	7	4	0	0	0	0
21:00	46	32.3	28.2	4.5	0	0	0	0	15	22	6	3	0	0	0	0
22:00	31	35	28.2	7.4	0	1	2	1	4	13	6	4	0	0	0	0
23:00	17	37.2	31.4	6.5	0	0	1	0	1	5	6	4	0	0	0	0
12H,7-19	2471	31.7	27.5	4.7	0	12	23	76	722	1217	355	58	7	1	0	0
16H,6-22	2793	31.8	27.5	4.8	0	15	30	85	805	1372	403	72	10	1	0	0
18H,6-24	2841	32	27.6	4.9	0	16	33	86	810	1390	415	80	10	1	0	0
24H,0-24	2926	32.2	27.6	4.9	0	18	36	88	825	1418	438	89	13	1	0	0
Am	08:00	-	04:00	05:00	-	06:00	11:00	10:00	10:00	08:00	07:00	07:00	07:00	-	-	-
Peak	269	-	32.1	7.9	-	2	7	15	102	148	59	13	3	-	-	-
Pm	14:00	23:00	23:00	22:00	-	15:00	19:00	15:00	15:00	16:00	18:00	16:00	16:00	13:00	-	-
Peak	200	37.2	31.4	7.4	-	4	4	11	80	106	33	5	2	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Tue 03-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	7	-	31.4	5.8	0	0	0	0	0	5	1	0	1	0	0	0
01:00	4	-	28.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	4	-	41	12.6	0	0	0	0	0	1	0	2	0	0	0	1
05:00	12	45.3	32.7	12.3	0	1	1	0	0	2	4	1	1	2	0	0
06:00	32	33.7	27.7	6.6	0	0	3	1	5	15	5	3	0	0	0	0
07:00	93	34.5	29	5.6	0	0	1	2	23	40	18	6	3	0	0	0
08:00	150	33	28.3	5.1	0	2	3	0	30	81	27	7	0	0	0	0
09:00	165	30.9	27.5	4.4	0	2	0	4	42	94	21	2	0	0	0	0
10:00	158	32.1	27.6	4.4	0	0	0	9	41	77	30	1	0	0	0	0
11:00	198	30.8	26.9	5	0	1	2	16	54	99	19	7	0	0	0	0
12:00	210	30.9	27	4.9	0	2	3	7	69	100	24	4	1	0	0	0
13:00	196	31.6	28.3	4.2	0	1	1	3	35	123	27	6	0	0	0	0
14:00	236	30.7	26.8	4.7	0	1	5	14	64	123	28	1	0	0	0	0
15:00	290	32.1	28	4.4	0	3	0	4	70	158	51	3	1	0	0	0
16:00	294	31.6	27.6	4.7	0	2	5	10	65	162	45	5	0	0	0	0
17:00	333	33	28.6	4.7	0	2	4	9	46	194	70	7	0	1	0	0
18:00	236	33.7	29	4.7	0	1	3	5	30	131	56	9	1	0	0	0
19:00	179	33.4	29.1	4.4	0	1	2	1	21	105	45	3	1	0	0	0
20:00	130	33.7	28.7	5	0	0	2	5	21	67	28	6	1	0	0	0
21:00	79	34.7	29.7	5.8	0	1	0	2	11	38	20	4	2	1	0	0
22:00	62	33.7	29.6	4.8	0	0	0	1	8	35	15	0	3	0	0	0
23:00	24	37.9	30.4	7.8	0	0	2	0	4	6	6	5	1	0	0	0
12H,7-19	2559	32.2	27.9	4.7	0	17	27	83	569	1382	416	58	6	1	0	0
16H,6-22	2979	32.5	28	4.8	0	19	34	92	627	1607	514	74	10	2	0	0
18H,6-24	3065	32.6	28.1	4.8	0	19	36	93	639	1648	535	79	14	2	0	0
24H,0-24	3094	32.7	28.1	4.9	0	20	37	93	640	1659	542	82	16	4	0	1
Am	11:00	-	04:00	-	-	09:00	08:00	11:00	11:00	11:00	10:00	11:00	07:00	05:00	-	04:00
Peak	198	-	41	-	-	2	3	16	54	99	30	7	3	2	-	1
Pm	17:00	23:00	23:00	23:00	-	15:00	16:00	14:00	15:00	17:00	17:00	18:00	22:00	21:00	-	-
Peak	333	37.9	30.4	7.8	-	3	5	14	70	194	70	9	3	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Wed 04-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	15	36.6	31.8	5.7	0	0	0	0	2	5	5	2	1	0	0	0
01:00	4	-	29.8	7.6	0	0	0	0	2	0	1	1	0	0	0	0
02:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
03:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
04:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	6	-	33.5	3.4	0	0	0	0	0	1	4	1	0	0	0	0
06:00	28	35.6	30.8	6.3	0	0	1	0	3	11	9	2	2	0	0	0
07:00	82	34.1	28.2	6.4	2	0	2	2	16	35	20	5	0	0	0	0
08:00	147	34.4	29.7	4.6	0	0	2	1	19	69	49	7	0	0	0	0
09:00	173	31.5	28	4.3	0	0	2	2	42	98	25	3	1	0	0	0
10:00	155	31.3	27.3	4.6	0	1	2	7	39	81	24	1	0	0	0	0
11:00	167	30.8	27.2	4.5	0	0	1	5	59	80	17	4	1	0	0	0
12:00	195	31.1	27	5	0	1	3	9	63	89	23	7	0	0	0	0
13:00	230	31.8	27.5	4.5	0	2	0	7	65	115	39	2	0	0	0	0
14:00	224	31	27.2	4.7	0	2	1	8	72	107	28	6	0	0	0	0
15:00	280	32	28.2	3.9	0	0	1	5	60	162	49	3	0	0	0	0
16:00	263	32.5	28.1	4.6	0	0	4	6	60	139	46	8	0	0	0	0
17:00	328	34.1	29.2	5	0	0	7	9	40	169	87	12	4	0	0	0
18:00	243	33.7	28.4	5.1	0	1	4	15	36	114	68	5	0	0	0	0
19:00	189	33.8	29.2	4.5	0	1	1	2	26	101	52	5	1	0	0	0
20:00	103	33.4	29.3	3.7	0	0	0	1	13	59	29	1	0	0	0	0
21:00	98	33.9	28.7	5.4	0	1	2	0	21	46	22	5	1	0	0	0
22:00	57	35.7	30.8	5.5	0	0	0	2	6	23	18	6	2	0	0	0
23:00	11	39.6	34.9	5.2	0	0	0	0	0	3	3	4	1	0	0	0
12H,7-19	2487	32.8	28	4.8	2	7	29	76	571	1258	475	63	6	0	0	0
16H,6-22	2905	33	28.2	4.8	2	9	33	79	634	1475	587	76	10	0	0	0
18H,6-24	2973	33.1	28.3	4.8	2	9	33	81	640	1501	608	86	13	0	0	0
24H,0-24	3004	33.2	28.3	4.8	2	9	33	81	644	1508	622	91	14	0	0	0
Am	09:00	-	04:00	01:00	07:00	10:00	10:00	10:00	11:00	09:00	08:00	08:00	06:00	-	-	-
Peak	173	-	36	7.6	2	1	2	7	59	98	49	7	2	-	-	-
Pm	17:00	23:00	23:00	22:00	-	14:00	17:00	18:00	14:00	17:00	17:00	17:00	17:00	-	-	-
Peak	328	39.6	34.9	5.5	-	2	7	15	72	169	87	12	4	-	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Thu 05-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	14	34.9	30.3	5.6	0	0	0	1	2	3	7	1	0	0	0	0
01:00	7	-	28.5	6.5	0	0	0	1	1	3	1	1	0	0	0	0
02:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	27.3	10.4	0	0	0	2	0	0	1	1	0	0	0	0
05:00	12	34.5	28.9	8.5	0	0	1	1	2	3	3	1	1	0	0	0
06:00	38	35.3	26.7	9.6	0	1	6	5	4	8	9	3	1	1	0	0
07:00	83	34	28.4	5.8	0	0	0	6	22	32	17	4	1	1	0	0
08:00	147	33.7	29.6	4.4	0	0	2	0	13	91	34	6	0	1	0	0
09:00	171	33.2	28.6	4.6	0	0	0	9	27	94	34	6	1	0	0	0
10:00	164	33.1	28.6	4.6	0	1	0	4	31	88	35	4	1	0	0	0
11:00	263	32.2	28.1	4.2	0	1	1	1	66	142	49	2	1	0	0	0
12:00	212	32.5	27.7	5.4	0	3	2	11	48	105	36	5	2	0	0	0
13:00	218	30.6	27	4.4	0	1	1	11	65	116	19	5	0	0	0	0
14:00	207	31.4	27.3	4.9	0	2	0	11	60	100	29	4	1	0	0	0
15:00	294	31.4	27.3	4.8	0	4	1	11	82	148	42	6	0	0	0	0
16:00	321	31.1	27.5	4.2	0	1	1	9	92	168	47	2	1	0	0	0
17:00	359	33.3	28.3	5	1	2	6	12	61	181	89	7	0	0	0	0
18:00	273	32.8	28.3	4.6	0	1	3	8	50	150	53	8	0	0	0	0
19:00	213	34.1	29.2	4.8	0	0	2	4	37	105	52	11	2	0	0	0
20:00	149	33.7	28.8	5.4	0	0	3	3	28	72	38	3	0	1	1	0
21:00	80	33	27.6	6	0	1	3	4	16	37	16	2	1	0	0	0
22:00	61	34.1	29.2	4.6	0	0	0	1	12	29	15	4	0	0	0	0
23:00	35	35.5	30.2	5.7	0	0	0	0	7	16	7	4	0	1	0	0
12H,7-19	2712	32.5	28	4.7	1	16	17	93	617	1415	484	59	8	2	0	0
16H,6-22	3192	32.8	28.1	4.9	1	18	31	109	702	1637	599	78	12	4	1	0
18H,6-24	3288	32.9	28.1	4.9	1	18	31	110	721	1682	621	86	12	5	1	0
24H,0-24	3327	32.9	28.1	4.9	1	18	32	115	726	1693	633	90	13	5	1	0
Am	11:00	-	-	-	-	11:00	06:00	09:00	11:00	11:00	11:00	09:00	11:00	08:00	-	-
Peak	263	-	-	-	-	1	6	9	66	142	49	6	1	1	-	-
Pm	17:00	23:00	23:00	21:00	17:00	15:00	17:00	17:00	16:00	17:00	17:00	19:00	19:00	23:00	20:00	-
Peak	359	35.5	30.2	6	1	4	6	12	92	181	89	11	2	1	1	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Fri 06-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	11	30.6	27.6	4.6	0	0	0	1	2	6	2	0	0	0	0	0
01:00	7	-	32.8	4.7	0	0	0	0	0	3	2	2	0	0	0	0
02:00	2	-	33.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
03:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
04:00	3	-	35.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0
05:00	5	-	28.5	8.7	0	0	1	0	0	1	3	0	0	0	0	0
06:00	39	36.5	29.4	8.1	0	1	3	1	5	10	12	6	1	0	0	0
07:00	87	34.7	29.7	5.7	0	0	1	4	10	42	22	4	4	0	0	0
08:00	193	33.3	28.8	4.5	0	1	4	2	25	107	53	1	0	0	0	0
09:00	193	32.2	27.7	4.9	0	1	6	2	46	100	36	1	1	0	0	0
10:00	212	31.6	27.3	5.3	0	2	6	7	55	106	30	4	2	0	0	0
11:00	205	33	28.4	4.9	0	1	1	10	34	113	36	9	1	0	0	0
12:00	225	32.8	28.4	4.3	0	0	1	6	44	124	44	6	0	0	0	0
13:00	275	30.7	26.8	4.7	0	1	4	16	82	138	30	3	1	0	0	0
14:00	268	33	28	5.1	1	2	0	8	71	124	54	6	1	1	0	0
15:00	368	30.8	27.4	4.3	0	0	6	7	103	204	40	7	1	0	0	0
16:00	365	33	28.6	4.5	0	0	6	9	55	208	79	6	2	0	0	0
17:00	348	32.9	28.4	4.8	0	3	3	12	51	200	71	7	0	1	0	0
18:00	294	33.6	29.1	4.7	0	0	3	7	37	169	65	9	3	1	0	0
19:00	208	33.1	28.5	4.9	0	0	4	3	42	109	43	5	1	1	0	0
20:00	163	34.3	29.1	5	0	1	0	5	27	80	38	12	0	0	0	0
21:00	122	34.3	29.2	5.5	0	0	2	5	19	54	35	3	4	0	0	0
22:00	80	33.4	28.9	4.5	0	0	0	2	15	42	18	2	1	0	0	0
23:00	36	33.6	28.6	4.9	0	0	1	0	8	16	10	1	0	0	0	0
12H,7-19	3033	32.7	28.1	4.8	1	11	41	90	613	1635	560	63	16	3	0	0
16H,6-22	3565	32.9	28.3	4.9	1	13	50	104	706	1888	688	89	22	4	0	0
18H,6-24	3681	33	28.3	4.9	1	13	51	106	729	1946	716	92	23	4	0	0
24H,0-24	3711	33	28.3	4.9	1	13	52	107	731	1958	725	97	23	4	0	0
Am	10:00	-	04:00	05:00	-	10:00	10:00	11:00	10:00	11:00	08:00	11:00	07:00	-	-	-
Peak	212	-	35.2	8.7	-	2	6	10	55	113	53	9	4	-	-	-
Pm	15:00	21:00	21:00	21:00	14:00	17:00	16:00	13:00	15:00	16:00	16:00	20:00	21:00	19:00	-	-
Peak	368	34.3	29.2	5.5	1	3	6	16	103	208	79	12	4	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378
Pagham Road, Bognor Regis (LC 29)
Speed Report-Limit 30 Mph Sat 07-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	38	37.3	31.3	6.1	0	0	1	0	5	12	12	7	1	0	0	0
01:00	14	37	32.8	5.3	0	0	0	0	1	4	6	2	1	0	0	0
02:00	6	-	31	3.1	0	0	0	0	0	3	3	0	0	0	0	0
03:00	6	-	34.3	4	0	0	0	0	0	1	3	2	0	0	0	0
04:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
05:00	10	36	32.5	4.2	0	0	0	0	0	4	4	2	0	0	0	0
06:00	17	37.6	31.7	6.5	0	0	0	0	2	8	3	3	0	1	0	0
07:00	50	33.7	28.8	5.1	0	0	1	4	3	26	15	1	0	0	0	0
08:00	119	33.8	29.2	4.9	0	1	1	2	15	65	30	3	2	0	0	0
09:00	155	31.7	27.7	4.6	0	0	1	5	46	76	22	4	1	0	0	0
10:00	199	31.3	27.7	4.2	0	0	0	7	54	106	28	3	1	0	0	0
11:00	264	31	27	4.5	0	1	2	9	91	122	36	3	0	0	0	0
12:00	291	30.8	27.3	4.3	0	1	2	8	85	156	35	4	0	0	0	0
13:00	243	31.6	27.9	4.2	0	0	2	5	59	135	39	2	1	0	0	0
14:00	262	31.9	27.3	5	0	2	4	11	75	123	41	5	1	0	0	0
15:00	272	31	27.1	5	0	4	1	14	77	135	36	4	0	1	0	0
16:00	296	31.2	27.5	4.7	0	2	1	12	84	151	36	9	1	0	0	0
17:00	287	32.1	27.8	4.9	0	1	3	15	60	155	43	9	1	0	0	0
18:00	208	33.6	28.5	5.2	0	0	2	10	44	97	44	9	1	1	0	0
19:00	167	33.1	27.7	5.5	0	2	4	7	39	75	34	6	0	0	0	0
20:00	137	33.2	27.5	5.6	0	0	4	10	35	55	27	6	0	0	0	0
21:00	112	31.2	27.1	4.7	0	0	3	2	39	50	16	2	0	0	0	0
22:00	67	33.1	28.4	4.6	0	0	0	3	14	34	13	3	0	0	0	0
23:00	47	32.8	27.3	6.6	0	2	1	3	7	24	7	3	0	0	0	0
12H,7-19	2646	31.9	27.6	4.7	0	12	20	102	693	1347	405	56	9	2	0	0
16H,6-22	3079	32.1	27.6	4.8	0	14	31	121	808	1535	485	73	9	3	0	0
18H,6-24	3193	32.2	27.7	4.9	0	16	32	127	829	1593	505	79	9	3	0	0
24H,0-24	3269	32.4	27.8	4.9	0	16	33	127	835	1618	534	92	11	3	0	0
Am	11:00	-	03:00	06:00	-	11:00	11:00	11:00	11:00	11:00	11:00	00:00	08:00	06:00	-	-
Peak	264	-	34.3	6.5	-	1	2	9	91	122	36	7	2	1	-	-
Pm	16:00	18:00	18:00	23:00	-	15:00	20:00	17:00	12:00	12:00	18:00	18:00	18:00	18:00	-	-
Peak	296	33.6	28.5	6.6	-	4	4	15	85	156	44	9	1	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Sun 08-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	29	36.2	31.3	5.8	0	0	0	0	4	12	8	4	0	1	0	0
01:00	8	-	31.6	4.7	0	0	0	0	1	2	4	1	0	0	0	0
02:00	10	37.7	32	6	0	0	0	0	2	2	3	3	0	0	0	0
03:00	7	-	32.1	5.7	0	0	0	0	1	2	2	2	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	6	-	32.7	8.6	0	0	0	1	0	1	2	1	1	0	0	0
06:00	18	40.7	34.9	5	0	0	0	0	0	3	10	2	3	0	0	0
07:00	68	37	29.7	7.2	0	0	4	3	12	17	19	12	1	0	0	0
08:00	85	34.9	29.5	6.2	1	0	3	2	10	31	32	6	0	0	0	0
09:00	165	33.9	28.3	6.1	0	3	7	4	22	82	38	8	1	0	0	0
10:00	194	33.7	28.3	5.5	0	2	5	7	32	94	46	8	0	0	0	0
11:00	212	32.9	27.9	5.3	0	1	9	7	36	109	47	2	1	0	0	0
12:00	257	32	27.5	5.2	0	2	3	7	78	120	39	5	1	2	0	0
13:00	232	33.6	28.2	5.6	0	2	4	10	51	105	48	10	1	1	0	0
14:00	222	32.6	28.2	4.5	0	0	4	4	46	122	39	7	0	0	0	0
15:00	254	31.3	27.2	5.1	0	6	5	5	57	140	40	1	0	0	0	0
16:00	221	32	27.6	4.9	0	2	3	4	64	108	33	6	1	0	0	0
17:00	196	33.5	28.3	5.8	0	3	7	3	29	103	43	5	3	0	0	0
18:00	162	34.9	29.7	6	0	1	2	5	22	72	45	11	3	0	0	1
19:00	135	34.9	29.3	6.1	0	3	2	2	19	62	34	12	0	1	0	0
20:00	115	34.4	29.8	4.6	0	0	0	5	9	59	36	5	1	0	0	0
21:00	68	35.3	30.4	5.2	0	0	1	0	8	32	19	6	2	0	0	0
22:00	31	33.4	28.5	5.3	0	0	1	2	3	16	8	1	0	0	0	0
23:00	33	35	29	6.7	0	0	2	2	5	9	12	3	0	0	0	0
12H,7-19	2268	33.4	28.2	5.5	1	22	56	61	459	1103	469	81	12	3	0	1
16H,6-22	2604	33.7	28.4	5.5	1	25	59	68	495	1259	568	106	18	4	0	1
18H,6-24	2668	33.7	28.4	5.5	1	25	62	72	503	1284	588	110	18	4	0	1
24H,0-24	2729	33.8	28.5	5.6	1	25	62	73	511	1303	608	121	19	5	0	1
Am	11:00	-	06:00	-	08:00	09:00	11:00	11:00	11:00	11:00	11:00	07:00	06:00	00:00	-	-
Peak	212	-	34.9	-	1	3	9	7	36	109	47	12	3	1	-	-
Pm	12:00	21:00	21:00	23:00	-	15:00	17:00	13:00	12:00	15:00	13:00	19:00	18:00	12:00	-	18:00
Peak	257	35.3	30.4	6.7	-	6	7	10	78	140	48	12	3	2	-	1

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

ARUN DISTRICT COUNCIL P/140/16/OUT

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Mon 09-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	15	36.4	32.5	4.1	0	0	0	0	0	6	6	3	0	0	0	0
01:00	7	-	30.6	5	0	0	0	0	1	3	2	1	0	0	0	0
02:00	3	-	30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
03:00	3	-	31.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	14	34	29.2	6.3	0	0	0	1	3	5	4	0	1	0	0	0
06:00	36	35.5	28.8	7.6	0	0	3	1	8	10	9	3	2	0	0	0
07:00	69	35.3	30.5	4.9	0	0	0	2	5	34	20	7	1	0	0	0
08:00	156	33.6	28.9	4.9	0	1	5	0	18	86	43	2	1	0	0	0
09:00	178	32.3	27.9	4.4	0	0	2	4	46	90	34	2	0	0	0	0
10:00	166	30.6	27	4.2	0	0	1	12	42	93	17	1	0	0	0	0
11:00	200	30.6	26.2	4.9	0	0	9	9	74	84	22	2	0	0	0	0
12:00	215	31.8	27.7	4.7	0	2	1	8	50	116	33	5	0	0	0	0
13:00	227	31.8	28.1	4.2	0	0	0	6	52	129	36	2	1	1	0	0
14:00	217	31.4	27	5	0	4	0	12	62	103	33	3	0	0	0	0
15:00	282	31.3	27.1	5	0	2	5	9	92	129	38	6	1	0	0	0
16:00	339	30.8	27.1	4.3	0	1	3	14	100	175	45	1	0	0	0	0
17:00	361	31.7	27.4	4.9	0	1	9	14	92	183	52	10	0	0	0	0
18:00	227	33.8	28.6	5.1	0	0	6	4	47	104	56	10	0	0	0	0
19:00	128	33.7	28.7	5	0	0	2	4	24	63	28	6	1	0	0	0
20:00	110	34.4	29.9	5.9	0	1	0	1	14	62	22	7	0	2	0	1
21:00	66	34.8	29.2	5.7	0	0	0	0	20	28	10	6	1	1	0	0
22:00	44	35.1	30.1	5.9	0	0	1	1	5	20	12	3	2	0	0	0
23:00	22	41.3	31.7	8.4	0	0	1	0	4	6	6	1	3	1	0	0
12H,7-19	2637	32	27.6	4.8	0	11	41	94	680	1326	429	51	4	1	0	0
16H,6-22	2977	32.4	27.8	4.9	0	12	46	100	746	1489	498	73	8	4	0	1
18H,6-24	3043	32.5	27.8	5	0	12	48	101	755	1515	516	77	13	5	0	1
24H,0-24	3086	32.6	27.9	5	0	12	48	102	759	1533	531	81	14	5	0	1
Am	11:00	-	00:00	-	-	08:00	11:00	10:00	11:00	10:00	08:00	07:00	06:00	-	-	-
Peak	200	-	32.5	-	-	1	9	12	74	93	43	7	2	-	-	-
Pm	17:00	23:00	23:00	23:00	-	14:00	17:00	17:00	16:00	17:00	18:00	18:00	23:00	20:00	-	20:00
Peak	361	41.3	31.7	8.4	-	4	9	14	100	183	56	10	3	2	-	1

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

ARUN DISTRICT COUNCIL P/140/16/OUT

Appendix 8

Traffic Survey Results – Wider Highway Network

ARUN DISTRICT COUNCIL P/140/16/OUT

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (1) Pagham Road / Nyetimber Lane

Approach: Pagham Road (North)

	Left to Nyetimber Lane								S/B to Pagham Road (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	5	4	0	0	0	9	0	0	11	4	0	0	1	16
0715 - 0730	0	0	4	0	0	0	0	4	0	1	13	2	1	0	1	18
0730 - 0745	0	0	3	1	0	0	0	4	0	0	6	5	1	0	0	12
0745 - 0800	0	0	6	2	1	0	0	9	0	0	8	6	4	0	1	19
Hourly Total	**0**	**0**	**18**	**7**	**1**	**0**	**0**	**26**	**0**	**1**	**38**	**17**	**6**	**0**	**3**	**65**
0800 - 0815	0	0	2	2	0	0	0	4	0	1	14	7	1	0	0	23
0815 - 0830	1	0	8	3	0	0	0	12	0	0	15	3	1	1	1	21
0830 - 0845	0	0	5	1	2	0	0	8	0	0	29	7	2	0	1	39
0845 - 0900	0	0	3	1	0	0	0	4	0	0	35	1	3	0	1	40
Hourly Total	**1**	**0**	**18**	**7**	**2**	**0**	**0**	**28**	**0**	**1**	**93**	**18**	**7**	**1**	**3**	**123**
0900 - 0915	0	0	6	1	0	0	0	7	1	0	33	10	1	0	0	45
0915 - 0930	1	0	9	3	0	0	0	13	1	0	23	5	3	0	1	33
0930 - 0945	0	0	2	1	0	0	0	3	0	0	14	8	1	0	1	24
0945 - 1000	0	0	6	3	0	0	0	9	1	0	33	5	3	0	0	42
Hourly Total	**1**	**0**	**23**	**8**	**0**	**0**	**0**	**32**	**3**	**0**	**103**	**28**	**8**	**0**	**2**	**144**
Session Total	**2**	**0**	**59**	**22**	**3**	**0**	**0**	**86**	**3**	**2**	**234**	**63**	**21**	**1**	**8**	**332**
1600 - 1615	0	0	23	1	0	0	0	24	0	0	59	11	1	0	0	71
1615 - 1630	0	0	17	3	1	0	0	21	1	4	56	11	2	1	1	76
1630 - 1645	0	1	23	2	0	0	0	26	0	1	72	10	1	0	1	85
1645 - 1700	1	0	22	5	1	0	0	29	0	0	66	11	3	0	1	81
Hourly Total	**1**	**1**	**85**	**11**	**2**	**0**	**0**	**100**	**1**	**5**	**253**	**43**	**7**	**1**	**3**	**313**
1700 - 1715	1	0	22	3	0	0	0	26	1	0	367	7	3	1	2	381
1715 - 1730	0	1	25	1	0	0	0	27	1	0	76	6	2	0	0	85
1730 - 1745	0	0	25	6	0	0	0	31	0	2	70	8	2	0	2	84
1745 - 1800	0	0	16	1	0	0	0	17	1	0	75	7	0	1	1	85
Hourly Total	**1**	**1**	**88**	**11**	**0**	**0**	**0**	**101**	**3**	**2**	**588**	**28**	**7**	**2**	**5**	**635**
1800 - 1815	0	0	24	2	0	0	0	26	1	1	60	9	0	0	0	71
1815 - 1830	1	1	14	1	0	0	0	17	0	1	44	1	0	0	1	47
1830 - 1845	1	0	28	4	0	0	0	33	1	1	40	3	0	0	1	46
1845 - 1900	0	0	15	2	0	0	0	17	0	0	58	6	1	0	0	65
Hourly Total	**2**	**1**	**81**	**9**	**0**	**0**	**0**	**93**	**2**	**3**	**202**	**19**	**1**	**0**	**2**	**229**
Session Total	**4**	**3**	**254**	**31**	**2**	**0**	**0**	**294**	**6**	**10**	**1043**	**90**	**15**	**3**	**10**	**1177**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (1) Pagham Road / Nyetimber Lane

Approach: Nyetimber Lane

	Left to Pagham Road (South)								Right to Pagham Road (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	1	0	0	0	2	0	0	19	2	1	0	0	22
0715 - 0730	0	0	4	1	1	0	0	6	0	2	22	2	0	0	0	26
0730 - 0745	0	0	5	1	0	0	0	6	0	0	31	5	0	0	0	36
0745 - 0800	0	0	5	1	0	0	0	6	0	0	20	2	0	0	0	22
Hourly Total	**0**	**0**	**15**	**4**	**1**	**0**	**0**	**20**	**0**	**2**	**92**	**11**	**1**	**0**	**0**	**106**
0800 - 0815	0	0	5	3	0	0	0	8	0	0	36	1	0	0	0	37
0815 - 0830	0	0	4	0	0	0	0	4	0	0	19	0	0	0	0	19
0830 - 0845	0	0	2	1	2	0	0	5	0	0	8	1	0	0	0	9
0845 - 0900	0	0	10	0	0	0	0	10	0	0	22	0	1	0	0	23
Hourly Total	**0**	**0**	**21**	**4**	**2**	**0**	**0**	**27**	**0**	**0**	**85**	**2**	**1**	**0**	**0**	**88**
0900 - 0915	0	0	16	3	0	0	0	19	0	0	14	1	0	0	0	15
0915 - 0930	2	0	8	0	1	0	0	11	0	0	11	1	0	0	0	12
0930 - 0945	0	0	6	1	0	0	0	7	0	0	8	1	0	0	0	9
0945 - 1000	0	0	6	0	0	0	0	6	0	0	9	2	0	0	0	11
Hourly Total	**2**	**0**	**36**	**4**	**1**	**0**	**0**	**43**	**0**	**0**	**42**	**5**	**0**	**0**	**0**	**47**
Session Total	**2**	**0**	**72**	**12**	**4**	**0**	**0**	**90**	**0**	**2**	**219**	**18**	**2**	**0**	**0**	**241**
1600 - 1615	0	1	5	1	0	0	0	7	1	0	9	1	0	0	0	11
1615 - 1630	0	0	9	1	0	0	0	10	0	0	8	2	0	0	0	10
1630 - 1645	0	0	12	4	0	0	0	16	0	0	9	0	0	0	0	9
1645 - 1700	0	0	6	2	0	0	0	8	0	0	10	0	1	0	0	11
Hourly Total	**0**	**1**	**32**	**8**	**0**	**0**	**0**	**41**	**1**	**0**	**36**	**3**	**1**	**0**	**0**	**41**
1700 - 1715	0	0	13	5	0	0	0	18	0	0	8	0	0	0	0	8
1715 - 1730	0	0	14	2	1	0	0	17	0	0	7	0	0	0	0	7
1730 - 1745	1	0	14	1	0	0	0	16	0	0	10	0	0	0	0	10
1745 - 1800	0	0	8	0	0	0	0	8	0	0	6	1	0	0	0	7
Hourly Total	**1**	**0**	**49**	**8**	**1**	**0**	**0**	**59**	**0**	**0**	**31**	**1**	**0**	**0**	**0**	**32**
1800 - 1815	0	0	6	2	0	0	0	8	0	0	10	0	0	0	0	10
1815 - 1830	0	0	7	1	1	0	0	9	1	0	10	1	0	0	0	12
1830 - 1845	3	0	11	1	0	0	0	15	0	0	9	0	0	0	0	9
1845 - 1900	0	0	12	1	0	0	0	13	0	0	16	1	0	0	0	17
Hourly Total	**3**	**0**	**36**	**5**	**1**	**0**	**0**	**45**	**1**	**0**	**45**	**2**	**0**	**0**	**0**	**48**
Session Total	**4**	**1**	**117**	**21**	**2**	**0**	**0**	**145**	**2**	**0**	**112**	**6**	**1**	**0**	**0**	**121**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (1) Pagham Road / Nyetimber Lane

Approach: Pagham Road (South)

	N/B to Pagham Road (North)								Right to Nyetimber Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	34	9	1	0	0	45	0	0	2	0	0	0	0	2
0715 - 0730	0	0	34	11	2	0	1	48	0	0	3	0	0	0	0	3
0730 - 0745	1	1	46	8	1	0	1	58	0	0	6	1	0	0	0	7
0745 - 0800	0	0	50	8	2	0	1	61	0	0	5	1	1	0	0	7
Hourly Total	**2**	**1**	**164**	**36**	**6**	**0**	**3**	**212**	**0**	**0**	**16**	**2**	**1**	**0**	**0**	**19**
0800 - 0815	0	1	58	6	1	0	2	68	0	0	6	1	0	0	0	7
0815 - 0830	0	0	42	10	2	1	0	55	0	0	5	0	0	0	0	5
0830 - 0845	0	0	41	5	1	0	2	49	0	0	4	1	0	0	0	5
0845 - 0900	0	0	44	8	4	0	1	57	0	0	4	1	0	0	0	5
Hourly Total	**0**	**1**	**185**	**29**	**8**	**1**	**5**	**229**	**0**	**0**	**19**	**3**	**0**	**0**	**0**	**22**
0900 - 0915	0	0	35	8	1	2	0	46	0	0	14	2	0	0	0	16
0915 - 0930	0	0	36	3	1	0	1	41	0	0	6	1	1	0	0	8
0930 - 0945	0	0	36	7	0	1	1	45	3	0	11	3	1	0	0	18
0945 - 1000	0	1	36	2	0	0	1	40	0	0	10	0	1	0	0	11
Hourly Total	**0**	**1**	**143**	**20**	**2**	**3**	**3**	**172**	**3**	**0**	**41**	**6**	**3**	**0**	**0**	**53**
Session Total	**2**	**3**	**492**	**85**	**16**	**4**	**11**	**613**	**3**	**0**	**76**	**11**	**4**	**0**	**0**	**94**
1600 - 1615	0	0	43	5	1	0	0	49	0	0	14	1	0	0	0	15
1615 - 1630	1	0	32	6	0	0	2	41	0	1	8	1	0	0	0	10
1630 - 1645	0	4	31	3	1	0	1	40	0	0	10	0	0	0	0	10
1645 - 1700	0	0	23	4	1	0	0	28	0	0	9	1	0	0	0	10
Hourly Total	**1**	**4**	**129**	**18**	**3**	**0**	**3**	**158**	**0**	**1**	**41**	**3**	**0**	**0**	**0**	**45**
1700 - 1715	0	0	26	5	1	0	1	33	0	0	12	0	0	0	0	12
1715 - 1730	0	1	32	7	1	0	1	42	0	0	14	3	0	0	0	17
1730 - 1745	0	0	41	4	1	1	1	48	0	0	11	2	0	0	0	13
1745 - 1800	0	2	43	4	0	0	0	49	0	0	13	2	0	0	0	15
Hourly Total	**0**	**3**	**142**	**20**	**3**	**1**	**3**	**172**	**0**	**0**	**50**	**7**	**0**	**0**	**0**	**57**
1800 - 1815	0	0	28	5	1	0	1	35	0	0	11	1	0	0	0	12
1815 - 1830	1	0	25	4	1	0	1	32	0	0	8	4	0	0	0	12
1830 - 1845	1	0	30	1	0	0	1	33	0	0	8	3	0	0	0	11
1845 - 1900	3	0	30	1	1	0	0	35	0	0	10	1	0	0	0	11
Hourly Total	**5**	**0**	**113**	**11**	**3**	**0**	**3**	**135**	**0**	**0**	**37**	**9**	**0**	**0**	**0**	**46**
Session Total	**6**	**7**	**384**	**49**	**9**	**1**	**9**	**465**	**0**	**1**	**128**	**19**	**0**	**0**	**0**	**148**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (2) Pagham Road / Hook Lane

Approach: Pagham Road (North)

	Left to Hook Lane								S/B to Pagham Road (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	0	0	0	0	2	0	0	6	3	0	0	1	10
0715 - 0730	0	0	0	0	0	0	0	0	0	0	5	2	1	0	1	9
0730 - 0745	0	0	1	0	1	0	0	2	0	0	3	4	3	0	0	10
0745 - 0800	0	0	1	0	0	0	0	1	0	0	7	2	2	0	1	12
Hourly Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**21**	**11**	**6**	**0**	**3**	**41**
0800 - 0815	0	1	2	0	0	0	0	3	0	1	9	6	0	0	0	16
0815 - 0830	0	0	1	2	0	0	0	3	0	0	12	3	2	1	1	19
0830 - 0845	0	0	4	0	0	0	0	4	0	0	14	5	1	0	1	21
0845 - 0900	0	0	1	0	0	0	0	1	0	0	15	1	0	0	1	17
Hourly Total	**0**	**1**	**8**	**2**	**0**	**0**	**0**	**11**	**0**	**1**	**50**	**15**	**3**	**1**	**3**	**73**
0900 - 0915	0	0	2	0	0	0	0	2	1	0	26	7	0	0	0	34
0915 - 0930	0	0	2	1	0	0	0	3	0	0	12	3	4	0	1	20
0930 - 0945	0	0	3	0	0	0	0	3	0	0	10	5	1	0	1	17
0945 - 1000	0	0	1	1	0	0	0	2	0	0	11	2	5	0	0	18
Hourly Total	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**	**1**	**0**	**59**	**17**	**10**	**0**	**2**	**89**
Session Total	**0**	**1**	**20**	**4**	**1**	**0**	**0**	**26**	**1**	**1**	**130**	**43**	**19**	**1**	**8**	**203**
1600 - 1615	0	0	5	0	0	0	0	5	1	0	54	9	0	0	1	65
1615 - 1630	0	0	2	2	0	0	0	4	0	4	52	2	1	1	0	60
1630 - 1645	0	0	10	0	0	0	0	10	0	0	58	11	0	0	1	70
1645 - 1700	0	0	6	2	0	0	0	8	0	0	62	5	2	0	1	70
Hourly Total	**0**	**0**	**23**	**4**	**0**	**0**	**0**	**27**	**1**	**4**	**226**	**27**	**3**	**1**	**3**	**265**
1700 - 1715	0	0	7	3	0	0	0	10	0	2	57	6	2	1	0	68
1715 - 1730	0	0	8	0	0	0	0	8	0	1	62	4	1	0	1	69
1730 - 1745	0	0	9	0	0	0	0	9	0	1	65	3	3	0	2	74
1745 - 1800	0	0	7	1	0	0	0	8	0	0	64	9	0	0	1	74
Hourly Total	**0**	**0**	**31**	**4**	**0**	**0**	**0**	**35**	**0**	**4**	**248**	**22**	**6**	**1**	**4**	**285**
1800 - 1815	0	0	8	1	0	0	0	9	0	1	62	4	0	0	0	67
1815 - 1830	0	0	3	1	0	0	0	4	0	2	48	2	0	0	1	53
1830 - 1845	0	0	4	1	0	0	0	5	0	2	44	3	0	0	1	50
1845 - 1900	0	0	2	0	0	0	0	2	0	0	46	0	1	0	1	48
Hourly Total	**0**	**0**	**17**	**3**	**0**	**0**	**0**	**20**	**0**	**5**	**200**	**9**	**1**	**0**	**3**	**218**
Session Total	**0**	**0**	**71**	**11**	**0**	**0**	**0**	**82**	**1**	**13**	**674**	**58**	**10**	**2**	**10**	**768**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (2) Pagham Road / Hook Lane

Approach: Hook Lane

	Left to Pagham Road (South)								Right to Pagham Road (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	10	1	0	0	0	11	0	0	10	5	0	0	0	15
0715 - 0730	0	1	9	0	0	0	1	11	0	0	8	2	0	0	0	10
0730 - 0745	0	0	5	3	1	0	0	9	0	1	34	5	0	0	0	40
0745 - 0800	0	0	8	8	2	0	0	18	0	0	57	5	0	1	0	63
Hourly Total	**0**	**1**	**32**	**12**	**3**	**0**	**1**	**49**	**0**	**1**	**109**	**17**	**0**	**1**	**0**	**128**
0800 - 0815	0	1	12	5	0	0	0	18	0	1	35	6	0	0	0	42
0815 - 0830	0	0	10	4	1	0	0	15	0	0	22	2	0	0	0	24
0830 - 0845	0	0	24	3	3	0	0	30	0	0	10	1	0	0	0	11
0845 - 0900	0	0	28	2	1	0	0	31	0	0	12	0	0	0	0	12
Hourly Total	**0**	**1**	**74**	**14**	**5**	**0**	**0**	**94**	**0**	**1**	**79**	**9**	**0**	**0**	**0**	**89**
0900 - 0915	0	0	18	5	1	0	0	24	0	0	18	1	0	0	0	19
0915 - 0930	2	0	12	3	0	0	0	17	0	0	2	1	0	0	0	3
0930 - 0945	0	0	14	4	0	0	0	18	0	0	2	0	0	0	0	2
0945 - 1000	0	0	25	5	0	0	0	30	0	0	9	0	0	0	0	9
Hourly Total	**2**	**0**	**69**	**17**	**1**	**0**	**0**	**89**	**0**	**0**	**31**	**2**	**0**	**0**	**0**	**33**
Session Total	**2**	**2**	**175**	**43**	**9**	**0**	**1**	**232**	**0**	**2**	**219**	**28**	**0**	**1**	**0**	**250**
1600 - 1615	0	0	33	4	1	0	0	38	0	0	2	2	0	0	0	4
1615 - 1630	0	0	31	10	1	0	0	42	0	0	5	0	0	0	0	5
1630 - 1645	0	2	33	1	1	0	0	37	0	0	7	1	0	0	0	8
1645 - 1700	0	0	36	7	3	0	0	46	0	0	3	1	0	0	0	4
Hourly Total	**0**	**2**	**133**	**22**	**6**	**0**	**0**	**163**	**0**	**0**	**17**	**4**	**0**	**0**	**0**	**21**
1700 - 1715	2	0	55	7	1	0	0	65	0	0	2	0	0	0	0	2
1715 - 1730	1	0	39	7	0	0	0	47	0	0	5	0	0	0	0	5
1730 - 1745	1	1	43	6	0	1	0	52	0	0	5	0	0	0	0	5
1745 - 1800	0	0	34	2	0	0	0	36	0	0	3	0	0	0	0	3
Hourly Total	**4**	**1**	**171**	**22**	**1**	**1**	**0**	**200**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**
1800 - 1815	1	0	30	6	0	0	0	37	0	0	5	1	0	0	0	6
1815 - 1830	0	0	24	4	0	0	0	28	0	0	1	2	0	0	0	3
1830 - 1845	1	0	29	4	0	0	0	34	0	0	0	0	0	0	0	0
1845 - 1900	0	0	25	7	0	0	0	32	0	0	5	0	0	0	0	5
Hourly Total	**2**	**0**	**108**	**21**	**0**	**0**	**0**	**131**	**0**	**0**	**11**	**3**	**0**	**0**	**0**	**14**
Session Total	**6**	**3**	**412**	**65**	**7**	**1**	**0**	**494**	**0**	**0**	**43**	**7**	**0**	**0**	**0**	**50**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (2) Pagham Road / Hook Lane

Approach: Pagham Road (South)

	N/B to Pagham Road (North)								Right to Hook Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	45	9	1	0	0	56	1	0	9	2	1	0	0	13
0715 - 0730	0	1	61	13	1	0	1	77	0	0	13	4	2	0	0	19
0730 - 0745	0	0	72	8	1	0	1	82	1	1	9	3	0	0	0	14
0745 - 0800	0	0	57	8	2	0	1	68	0	0	17	6	0	0	0	23
Hourly Total	**1**	**1**	**235**	**38**	**5**	**0**	**3**	**283**	**2**	**1**	**48**	**15**	**3**	**0**	**0**	**69**
0800 - 0815	0	1	70	7	0	0	1	79	0	0	29	5	0	0	0	34
0815 - 0830	0	0	46	9	1	0	1	57	0	0	21	6	0	0	0	27
0830 - 0845	0	0	33	6	1	0	2	42	0	0	19	1	2	0	0	22
0845 - 0900	0	0	43	4	3	0	0	50	0	0	28	4	0	0	0	32
Hourly Total	**0**	**1**	**192**	**26**	**5**	**0**	**4**	**228**	**0**	**0**	**97**	**16**	**2**	**0**	**0**	**115**
0900 - 0915	0	0	34	6	1	1	1	43	0	0	26	2	1	1	0	30
0915 - 0930	0	0	37	6	0	0	1	44	0	0	14	1	0	0	0	15
0930 - 0945	0	1	31	3	1	0	1	37	0	0	18	4	0	0	0	22
0945 - 1000	0	1	31	6	0	0	0	38	0	0	18	1	0	0	0	19
Hourly Total	**0**	**2**	**133**	**21**	**2**	**1**	**3**	**162**	**0**	**0**	**76**	**8**	**1**	**1**	**0**	**86**
Session Total	**1**	**4**	**560**	**85**	**12**	**1**	**10**	**673**	**2**	**1**	**221**	**39**	**6**	**1**	**0**	**270**
1600 - 1615	0	0	36	4	1	0	0	41	0	0	21	2	1	0	0	24
1615 - 1630	0	0	24	5	0	0	2	31	0	0	19	0	0	0	0	19
1630 - 1645	0	0	22	2	1	0	1	26	0	0	14	2	0	0	0	16
1645 - 1700	0	0	22	3	1	0	0	26	0	0	16	3	1	0	0	20
Hourly Total	**0**	**0**	**104**	**14**	**3**	**0**	**3**	**124**	**0**	**0**	**70**	**7**	**2**	**0**	**0**	**79**
1700 - 1715	0	0	14	6	1	0	1	22	0	0	22	3	0	0	0	25
1715 - 1730	0	1	21	2	1	0	1	26	1	0	21	4	1	0	0	27
1730 - 1745	0	0	24	3	0	1	1	29	0	0	23	2	1	0	0	26
1745 - 1800	0	1	17	3	0	0	0	21	0	1	28	3	1	0	0	33
Hourly Total	**0**	**2**	**76**	**14**	**2**	**1**	**3**	**98**	**1**	**1**	**94**	**12**	**3**	**0**	**0**	**111**
1800 - 1815	0	0	18	1	0	0	1	20	0	0	19	4	1	0	0	24
1815 - 1830	0	0	20	3	0	0	1	24	0	0	16	2	1	0	0	19
1830 - 1845	1	0	28	1	0	0	1	31	0	0	15	1	0	0	0	16
1845 - 1900	0	0	30	1	0	0	0	31	2	0	18	1	0	0	0	21
Hourly Total	**1**	**0**	**96**	**6**	**0**	**0**	**3**	**106**	**2**	**0**	**68**	**8**	**2**	**0**	**0**	**80**
Session Total	**1**	**2**	**276**	**34**	**5**	**1**	**9**	**328**	**3**	**1**	**232**	**27**	**7**	**0**	**0**	**270**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (3) Pagham Road / Sefter Road

Approach: Pagham Road (North)

	Left to Sefter Road								S/B to Pagham Road (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	3	2	1	0	0	6	0	0	8	3	0	0	1	12
0715 - 0730	0	0	5	2	1	0	0	8	0	0	5	2	1	0	1	9
0730 - 0745	0	0	12	5	1	0	0	18	0	0	4	4	4	0	0	12
0745 - 0800	0	0	16	8	0	1	0	25	0	0	8	2	2	0	1	13
Hourly Total	**0**	**0**	**36**	**17**	**3**	**1**	**0**	**57**	**0**	**0**	**25**	**11**	**7**	**0**	**3**	**46**
0800 - 0815	0	0	13	2	0	0	0	15	0	2	10	6	0	0	0	18
0815 - 0830	0	0	22	7	1	0	0	30	0	0	12	4	2	1	1	20
0830 - 0845	0	0	15	1	2	0	0	18	0	0	18	5	0	0	1	24
0845 - 0900	1	0	21	5	0	0	0	27	0	0	16	1	0	0	1	18
Hourly Total	**1**	**0**	**71**	**15**	**3**	**0**	**0**	**90**	**0**	**2**	**56**	**16**	**2**	**1**	**3**	**80**
0900 - 0915	1	0	19	7	1	0	0	28	1	0	27	7	0	0	0	35
0915 - 0930	0	1	17	2	1	0	0	21	0	0	14	4	4	0	1	23
0930 - 0945	0	0	17	2	1	1	0	21	0	0	12	5	1	0	1	19
0945 - 1000	0	0	16	5	1	0	0	22	0	0	12	3	5	0	0	20
Hourly Total	**1**	**1**	**69**	**16**	**4**	**1**	**0**	**92**	**1**	**0**	**65**	**19**	**10**	**0**	**2**	**97**
Session Total	**2**	**1**	**176**	**48**	**10**	**2**	**0**	**239**	**1**	**2**	**146**	**46**	**19**	**1**	**8**	**223**
1600 - 1615	1	0	34	6	1	0	0	42	1	0	55	9	0	0	1	66
1615 - 1630	1	0	58	9	1	0	0	69	0	4	53	4	1	1	0	63
1630 - 1645	0	0	47	6	0	0	0	53	0	0	67	11	0	0	1	79
1645 - 1700	2	0	48	10	0	0	0	60	0	0	68	7	2	0	1	78
Hourly Total	**4**	**0**	**187**	**31**	**2**	**0**	**0**	**224**	**1**	**4**	**243**	**31**	**3**	**1**	**3**	**286**
1700 - 1715	1	1	65	12	0	0	0	79	0	2	63	9	2	1	0	77
1715 - 1730	4	0	58	9	3	0	0	74	0	1	69	4	1	0	1	76
1730 - 1745	2	0	67	3	1	0	0	73	0	1	73	2	3	0	2	81
1745 - 1800	2	1	68	8	0	0	0	79	0	0	66	8	0	0	1	75
Hourly Total	**9**	**2**	**258**	**32**	**4**	**0**	**0**	**305**	**0**	**4**	**271**	**23**	**6**	**1**	**4**	**309**
1800 - 1815	9	2	64	7	0	0	0	82	0	1	69	5	0	0	0	75
1815 - 1830	5	0	51	7	0	0	0	63	0	2	49	3	0	0	1	55
1830 - 1845	13	0	44	6	1	0	0	64	0	2	47	4	0	0	1	54
1845 - 1900	3	0	47	5	2	0	0	57	0	0	47	0	1	0	1	49
Hourly Total	**30**	**2**	**206**	**25**	**3**	**0**	**0**	**266**	**0**	**5**	**212**	**12**	**1**	**0**	**3**	**233**
Session Total	**43**	**4**	**651**	**88**	**9**	**0**	**0**	**795**	**1**	**13**	**726**	**66**	**10**	**2**	**10**	**828**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (3) Pagham Road / Sefter Road

Approach: Sefter Road

	Left to Pagham Road (South)								Right to Pagham Road (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	2	0	41	11	1	0	0	55
0715 - 0730	0	0	0	0	0	0	0	0	0	0	73	13	3	0	0	89
0730 - 0745	0	0	0	0	0	0	0	0	2	2	66	19	1	0	0	90
0745 - 0800	0	0	0	0	0	0	0	0	3	0	70	12	1	0	0	86
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**2**	**250**	**55**	**6**	**0**	**0**	**320**
0800 - 0815	0	0	1	0	0	0	0	1	0	0	65	11	0	0	0	76
0815 - 0830	0	0	1	1	0	0	0	2	0	0	50	6	0	1	0	57
0830 - 0845	0	0	0	0	1	0	0	1	1	0	37	4	3	0	0	45
0845 - 0900	0	0	0	0	0	0	0	0	1	0	50	4	1	0	0	56
Hourly Total	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**4**	**2**	**0**	**202**	**25**	**4**	**1**	**0**	**234**
0900 - 0915	0	0	1	0	0	0	0	1	0	1	53	7	0	0	0	61
0915 - 0930	0	0	0	0	0	0	0	0	0	0	32	5	1	0	0	38
0930 - 0945	0	0	1	0	0	0	0	1	0	0	33	2	0	0	0	35
0945 - 1000	0	0	0	0	0	0	0	0	0	0	29	2	0	0	0	31
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**147**	**16**	**1**	**0**	**0**	**165**
Session Total	**0**	**0**	**4**	**1**	**1**	**0**	**0**	**6**	**9**	**3**	**599**	**96**	**11**	**1**	**0**	**719**
1600 - 1615	0	0	4	0	0	0	0	4	0	0	30	6	1	0	0	37
1615 - 1630	0	0	1	0	0	0	0	1	0	0	28	9	0	0	0	37
1630 - 1645	0	0	1	0	0	0	0	1	0	0	19	5	0	0	0	24
1645 - 1700	0	0	0	0	0	0	0	0	0	0	17	1	1	0	0	19
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**94**	**21**	**2**	**0**	**0**	**117**
1700 - 1715	0	0	1	0	0	0	0	1	1	0	25	3	1	0	0	30
1715 - 1730	0	0	1	0	0	0	0	1	0	0	26	7	1	0	1	35
1730 - 1745	0	0	1	1	0	0	0	2	0	0	21	2	1	0	0	24
1745 - 1800	0	0	5	2	0	0	0	7	0	0	22	2	1	0	0	25
Hourly Total	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**11**	**1**	**0**	**94**	**14**	**4**	**0**	**1**	**114**
1800 - 1815	0	0	1	0	0	0	0	1	1	0	34	4	0	1	0	40
1815 - 1830	0	0	2	0	0	0	0	2	0	0	14	0	0	0	0	14
1830 - 1845	0	0	1	0	0	0	0	1	0	0	26	4	1	0	0	31
1845 - 1900	0	0	1	0	0	0	0	1	4	0	34	3	1	0	0	42
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**108**	**11**	**2**	**1**	**0**	**127**
Session Total	**0**	**0**	**19**	**3**	**0**	**0**	**0**	**22**	**6**	**0**	**296**	**46**	**8**	**1**	**1**	**358**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (3) Pagham Road / Sefter Road

Approach: Pagham Road (South)

	N/B to Pagham Road (North)								Right to Sefter Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	55	14	1	0	0	71	0	0	0	0	0	0	0	0
0715 - 0730	0	1	68	15	0	0	1	85	0	0	1	0	1	0	0	2
0730 - 0745	0	1	106	13	1	0	1	122	0	0	0	0	0	0	0	0
0745 - 0800	0	0	114	13	2	1	1	131	0	0	0	0	0	0	0	0
Hourly Total	**1**	**2**	**343**	**55**	**4**	**1**	**3**	**409**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**
0800 - 0815	0	2	105	13	0	0	1	121	0	0	0	0	0	0	0	0
0815 - 0830	0	0	66	11	1	0	1	79	0	0	2	0	0	0	0	2
0830 - 0845	0	0	43	7	1	0	2	53	0	0	0	0	0	0	0	0
0845 - 0900	0	0	53	4	3	0	0	60	0	0	2	0	0	0	0	2
Hourly Total	**0**	**2**	**267**	**35**	**5**	**0**	**4**	**313**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
0900 - 0915	0	0	51	7	1	1	1	61	0	0	1	0	0	0	0	1
0915 - 0930	0	0	37	6	0	0	1	44	0	0	2	1	0	0	0	3
0930 - 0945	0	1	32	3	1	0	1	38	0	0	1	0	0	0	0	1
0945 - 1000	0	1	40	6	0	0	0	47	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**160**	**22**	**2**	**1**	**3**	**190**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
Session Total	**1**	**6**	**770**	**112**	**11**	**2**	**10**	**912**	**0**	**0**	**9**	**1**	**1**	**0**	**0**	**11**
1600 - 1615	0	0	38	6	1	0	0	45	0	0	0	0	0	0	0	0
1615 - 1630	0	0	27	5	0	0	2	34	0	0	2	0	0	0	0	2
1630 - 1645	0	0	28	3	1	0	1	33	0	0	1	0	0	0	0	1
1645 - 1700	0	0	24	4	1	0	0	29	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**117**	**18**	**3**	**0**	**3**	**141**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
1700 - 1715	0	0	15	6	1	0	1	23	0	0	1	0	0	0	0	1
1715 - 1730	0	1	26	2	1	0	1	31	0	0	0	0	0	0	0	0
1730 - 1745	0	0	28	3	0	1	1	33	0	0	1	0	0	0	0	1
1745 - 1800	0	1	20	3	0	0	0	24	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**89**	**14**	**2**	**1**	**3**	**111**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
1800 - 1815	0	0	22	2	0	0	1	25	0	0	1	0	0	0	0	1
1815 - 1830	0	0	20	5	0	0	1	26	0	0	1	0	0	0	0	1
1830 - 1845	1	0	27	1	0	0	1	30	0	0	1	0	0	0	0	1
1845 - 1900	0	0	35	0	0	0	0	35	0	0	0	1	0	0	0	1
Hourly Total	**1**	**0**	**104**	**8**	**0**	**0**	**3**	**116**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
Session Total	**1**	**2**	**310**	**40**	**5**	**1**	**9**	**368**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (4) Sefter Road / Hook Lane

Approach: Sefter Road (East)

	Left to Hook Lane								W/B to Sefter Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	10	2	0	0	0	12	2	0	39	11	1	0	0	53
0715 - 0730	0	0	14	1	0	0	0	15	0	0	73	13	2	0	0	88
0730 - 0745	1	0	24	8	1	0	0	34	1	2	65	18	1	0	0	87
0745 - 0800	0	0	53	8	1	0	1	63	2	0	70	12	1	0	0	85
Hourly Total	**1**	**0**	**101**	**19**	**2**	**0**	**1**	**124**	**5**	**2**	**247**	**54**	**5**	**0**	**0**	**313**
0800 - 0815	0	1	22	8	0	0	0	31	0	0	62	11	0	0	0	73
0815 - 0830	0	0	24	6	1	0	0	31	0	0	51	7	0	1	0	59
0830 - 0845	0	0	33	5	1	0	0	39	1	0	33	4	4	0	0	42
0845 - 0900	0	0	39	2	1	0	0	42	1	0	42	4	1	0	0	48
Hourly Total	**0**	**1**	**118**	**21**	**3**	**0**	**0**	**143**	**2**	**0**	**188**	**26**	**5**	**1**	**0**	**222**
0900 - 0915	0	0	18	5	1	0	1	25	0	1	38	5	0	0	0	44
0915 - 0930	0	0	17	2	0	0	0	19	0	0	31	5	1	0	0	37
0930 - 0945	1	0	21	3	0	0	0	25	0	0	33	2	0	0	0	35
0945 - 1000	1	0	29	6	0	0	0	36	0	0	28	2	0	0	0	30
Hourly Total	**2**	**0**	**85**	**16**	**1**	**0**	**1**	**105**	**0**	**1**	**130**	**14**	**1**	**0**	**0**	**146**
Session Total	**3**	**1**	**304**	**56**	**6**	**0**	**2**	**372**	**7**	**3**	**565**	**94**	**11**	**1**	**0**	**681**
1600 - 1615	0	0	40	6	1	0	0	47	0	0	32	5	1	0	0	38
1615 - 1630	0	1	33	9	1	0	0	44	0	0	28	9	0	0	0	37
1630 - 1645	0	0	39	4	1	0	0	44	0	0	19	5	0	0	0	24
1645 - 1700	0	0	46	7	2	0	1	56	0	0	16	1	0	0	0	17
Hourly Total	**0**	**1**	**158**	**26**	**5**	**0**	**1**	**191**	**0**	**0**	**95**	**20**	**1**	**0**	**0**	**116**
1700 - 1715	1	0	65	7	1	0	0	74	1	0	24	3	1	0	0	29
1715 - 1730	1	0	61	9	0	0	1	72	0	0	27	7	1	0	1	36
1730 - 1745	1	1	58	10	0	1	0	71	0	0	21	3	1	0	0	25
1745 - 1800	1	0	48	3	0	0	0	52	0	0	26	4	1	0	0	31
Hourly Total	**4**	**1**	**232**	**29**	**1**	**1**	**1**	**269**	**1**	**0**	**98**	**17**	**4**	**0**	**1**	**121**
1800 - 1815	0	0	38	7	0	0	0	45	1	0	32	4	0	1	0	38
1815 - 1830	1	0	38	7	0	0	0	46	0	0	13	0	0	0	0	13
1830 - 1845	0	0	38	5	0	0	0	43	0	0	23	4	1	0	0	28
1845 - 1900	0	0	28	7	0	0	0	35	0	0	30	3	1	0	0	34
Hourly Total	**1**	**0**	**142**	**26**	**0**	**0**	**0**	**169**	**1**	**0**	**98**	**11**	**2**	**1**	**0**	**113**
Session Total	**5**	**2**	**532**	**81**	**6**	**1**	**2**	**629**	**2**	**0**	**291**	**48**	**7**	**1**	**1**	**350**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (4) Sefter Road / Hook Lane

Approach: Hook Lane

	Left to Sefter Road (West)								Right to Sefter Road (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	0	0	0	0	2	0	1	13	5	1	0	0	20
0715 - 0730	0	0	0	0	1	0	0	1	0	0	25	3	1	0	0	29
0730 - 0745	1	0	1	1	0	0	0	3	1	0	16	3	1	0	0	21
0745 - 0800	1	0	0	0	0	0	0	1	0	0	23	5	0	0	0	28
Hourly Total	**2**	**0**	**3**	**1**	**1**	**0**	**0**	**7**	**1**	**1**	**77**	**16**	**3**	**0**	**0**	**98**
0800 - 0815	0	0	4	0	0	0	0	4	0	0	42	5	0	0	0	47
0815 - 0830	0	0	0	0	0	0	0	0	1	0	29	8	0	0	0	38
0830 - 0845	0	0	4	0	0	0	0	4	0	0	34	1	2	0	0	37
0845 - 0900	0	0	8	0	0	0	0	8	0	0	42	5	0	0	0	47
Hourly Total	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**16**	**1**	**0**	**147**	**19**	**2**	**0**	**0**	**169**
0900 - 0915	0	0	16	2	0	0	0	18	0	0	41	2	0	1	0	44
0915 - 0930	0	0	1	0	0	0	0	1	0	0	27	4	1	0	0	32
0930 - 0945	0	0	1	0	0	0	0	1	0	0	32	2	0	0	0	34
0945 - 1000	0	0	1	0	0	0	0	1	0	0	19	3	0	0	0	22
Hourly Total	**0**	**0**	**19**	**2**	**0**	**0**	**0**	**21**	**0**	**0**	**119**	**11**	**1**	**1**	**0**	**132**
Session Total	**2**	**0**	**38**	**3**	**1**	**0**	**0**	**44**	**2**	**1**	**343**	**46**	**6**	**1**	**0**	**399**
1600 - 1615	0	0	2	1	0	0	0	3	1	0	22	3	1	0	0	27
1615 - 1630	0	0	1	0	0	0	0	1	0	0	19	2	0	0	0	21
1630 - 1645	0	0	1	0	0	0	0	1	0	0	17	4	0	0	0	21
1645 - 1700	0	0	1	0	1	0	0	2	0	0	21	2	0	0	0	23
Hourly Total	**0**	**0**	**5**	**1**	**1**	**0**	**0**	**7**	**1**	**0**	**79**	**11**	**1**	**0**	**0**	**92**
1700 - 1715	0	0	2	0	0	0	0	2	1	0	28	5	1	0	0	35
1715 - 1730	0	0	0	0	0	0	0	0	0	0	22	5	1	0	0	28
1730 - 1745	0	0	1	0	0	0	0	1	1	0	31	2	1	0	0	35
1745 - 1800	0	0	1	0	0	0	0	1	0	1	31	3	0	0	0	35
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**2**	**1**	**112**	**15**	**3**	**0**	**0**	**133**
1800 - 1815	0	0	3	0	0	0	0	3	0	0	25	7	1	0	0	33
1815 - 1830	0	0	3	0	0	0	0	3	0	0	12	3	1	0	0	16
1830 - 1845	0	0	4	0	0	0	0	4	1	0	17	0	0	0	0	18
1845 - 1900	4	0	5	0	0	0	0	9	0	0	13	1	0	0	0	14
Hourly Total	**4**	**0**	**15**	**0**	**0**	**0**	**0**	**19**	**1**	**0**	**67**	**11**	**2**	**0**	**0**	**81**
Session Total	**4**	**0**	**24**	**1**	**1**	**0**	**0**	**30**	**4**	**1**	**258**	**37**	**6**	**0**	**0**	**306**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (4) Sefter Road / Hook Lane

Approach: Sefter Road (West)

	E/B to Sefter Road (East)								Right to Hook Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	3	1	1	0	0	5	0	0	0	1	0	0	0	1
0715 - 0730	0	0	6	2	2	0	0	10	0	0	0	0	0	0	0	0
0730 - 0745	0	0	11	5	1	0	0	17	0	0	1	0	0	0	0	1
0745 - 0800	0	0	16	8	0	0	0	24	0	0	0	0	0	1	0	1
Hourly Total	**0**	**0**	**36**	**16**	**4**	**0**	**0**	**56**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**3**
0800 - 0815	0	0	11	2	0	0	0	13	0	0	2	0	0	0	0	2
0815 - 0830	0	0	22	7	1	0	0	30	0	0	2	0	0	0	0	2
0830 - 0845	0	0	15	1	1	0	0	17	0	0	0	0	1	0	0	1
0845 - 0900	1	0	22	5	0	0	0	28	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**70**	**15**	**2**	**0**	**0**	**88**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**6**
0900 - 0915	1	0	19	7	1	0	0	28	0	0	1	0	0	0	0	1
0915 - 0930	0	1	18	3	1	0	0	23	0	0	1	0	0	0	0	1
0930 - 0945	0	0	15	1	1	1	0	18	0	0	3	1	0	0	0	4
0945 - 1000	0	0	15	5	1	0	0	21	0	0	1	0	0	0	0	1
Hourly Total	**1**	**1**	**67**	**16**	**4**	**1**	**0**	**90**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**
Session Total	**2**	**1**	**173**	**47**	**10**	**1**	**0**	**234**	**0**	**0**	**12**	**2**	**1**	**1**	**0**	**16**
1600 - 1615	1	0	31	5	1	0	0	38	0	0	3	1	0	0	0	4
1615 - 1630	1	0	48	7	1	0	0	57	0	0	12	2	0	0	0	14
1630 - 1645	0	0	41	5	0	0	0	46	0	0	7	1	0	0	0	8
1645 - 1700	2	0	46	8	0	0	0	56	0	0	3	2	0	0	0	5
Hourly Total	**4**	**0**	**166**	**25**	**2**	**0**	**0**	**197**	**0**	**0**	**25**	**6**	**0**	**0**	**0**	**31**
1700 - 1715	1	1	59	11	0	0	0	72	0	0	7	1	0	0	0	8
1715 - 1730	4	0	50	7	2	0	0	63	0	0	8	2	1	0	0	11
1730 - 1745	2	0	62	3	1	0	0	68	0	0	6	0	0	0	0	6
1745 - 1800	2	1	63	7	0	0	0	73	0	0	5	1	0	0	0	6
Hourly Total	**9**	**2**	**234**	**28**	**3**	**0**	**0**	**276**	**0**	**0**	**26**	**4**	**1**	**0**	**0**	**31**
1800 - 1815	9	2	60	7	0	0	0	78	0	0	5	0	0	0	0	5
1815 - 1830	5	0	45	6	0	0	0	56	0	0	7	1	0	0	0	8
1830 - 1845	13	0	40	5	1	0	0	59	0	0	5	1	0	0	0	6
1845 - 1900	3	0	38	5	1	0	0	47	0	0	9	1	1	0	0	11
Hourly Total	**30**	**2**	**183**	**23**	**2**	**0**	**0**	**240**	**0**	**0**	**26**	**3**	**1**	**0**	**0**	**30**
Session Total	**43**	**4**	**583**	**76**	**7**	**0**	**0**	**713**	**0**	**0**	**77**	**13**	**2**	**0**	**0**	**92**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (5) Rose Green Road / Gossamer Lane / Nyetimber Lane / Grosvenor Gardens

Approach: Rose Green Road

	Left to Gossamer Lane								S/B to Nyetimber Lane								Right to Grosvenor Gardens							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (5) Rose Green Road / Gossamer Lane / Nyetimber Lane / Grosvenor Gardens

Approach: Gossamer Lane

	Left to Nyetimber Lane								W/B to Grosvenor Gardens								Right to Rose Green Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	5	2	3	0	1	12	0	0	25	3	0	0	0	28	0	0	2	3	1	0	0	6
0715 - 0730	1	0	16	4	0	0	1	22	1	0	47	6	0	0	0	54	0	0	2	1	0	0	0	3
0730 - 0745	2	1	13	3	2	0	1	22	0	1	48	6	0	0	0	55	0	1	1	3	0	0	0	5
0745 - 0800	1	0	13	5	0	1	2	22	0	0	52	12	0	0	0	64	0	0	1	2	0	0	0	3
Hourly Total	**5**	**1**	**47**	**14**	**5**	**1**	**5**	**78**	**1**	**1**	**172**	**27**	**0**	**0**	**0**	**201**	**0**	**1**	**6**	**9**	**1**	**0**	**0**	**17**
0800 - 0815	0	0	19	9	3	0	0	31	0	1	38	2	0	0	0	41	0	0	5	1	0	0	0	6
0815 - 0830	0	0	49	3	2	0	1	55	0	0	24	4	1	0	0	29	0	0	6	0	1	0	0	7
0830 - 0845	0	0	44	5	2	0	0	51	0	0	36	7	2	0	0	45	0	0	9	0	1	0	0	10
0845 - 0900	1	0	45	4	1	0	1	52	1	0	23	7	0	0	0	31	0	0	9	0	0	0	0	9
Hourly Total	**1**	**0**	**157**	**21**	**8**	**0**	**2**	**189**	**1**	**1**	**121**	**20**	**3**	**0**	**0**	**146**	**0**	**0**	**29**	**1**	**2**	**0**	**0**	**32**
0900 - 0915	0	0	32	5	1	0	1	39	0	0	22	2	0	0	0	24	0	0	8	3	0	0	0	11
0915 - 0930	2	0	27	3	0	0	1	33	0	0	24	3	0	0	0	27	0	0	13	0	0	0	0	13
0930 - 0945	0	0	23	1	0	0	0	24	0	0	29	2	0	0	0	31	0	0	15	0	1	0	0	16
0945 - 1000	1	0	24	3	0	0	2	30	0	0	24	5	0	0	0	29	0	0	12	2	0	0	0	14
Hourly Total	**3**	**0**	**106**	**12**	**1**	**0**	**4**	**126**	**0**	**0**	**99**	**12**	**0**	**0**	**0**	**111**	**0**	**0**	**48**	**5**	**1**	**0**	**0**	**54**
Session Total	**9**	**1**	**310**	**47**	**14**	**1**	**11**	**393**	**2**	**2**	**392**	**59**	**3**	**0**	**0**	**458**	**0**	**1**	**83**	**15**	**4**	**0**	**0**	**103**
1600 - 1615	0	0	38	4	1	0	2	45	0	0	28	2	2	0	0	32	2	1	9	2	0	0	0	14
1615 - 1630	0	0	56	6	1	0	1	64	0	1	35	7	0	0	0	43	0	0	7	0	2	0	0	9
1630 - 1645	0	0	48	6	1	0	0	55	0	1	17	5	0	0	0	23	0	0	14	3	0	0	0	17
1645 - 1700	1	0	49	12	1	0	1	64	0	0	23	3	0	0	0	26	0	0	6	0	0	0	0	6
Hourly Total	**1**	**0**	**191**	**28**	**4**	**0**	**4**	**228**	**0**	**2**	**103**	**17**	**2**	**0**	**0**	**124**	**2**	**1**	**36**	**5**	**2**	**0**	**0**	**46**
1700 - 1715	0	0	51	9	1	0	1	62	1	0	40	4	1	0	0	46	0	0	7	1	0	0	0	8
1715 - 1730	0	0	54	8	1	0	1	64	0	1	37	8	2	0	0	48	0	0	5	3	0	0	0	8
1730 - 1745	1	1	53	10	2	0	0	67	0	2	33	6	0	0	0	41	0	0	9	1	0	0	0	10
1745 - 1800	0	0	34	9	1	0	1	45	0	1	27	0	0	0	0	28	0	0	8	0	0	0	0	8
Hourly Total	**1**	**1**	**192**	**36**	**5**	**0**	**3**	**238**	**1**	**4**	**137**	**18**	**3**	**0**	**0**	**163**	**0**	**0**	**29**	**5**	**0**	**0**	**0**	**34**
1800 - 1815	0	0	44	4	0	0	1	49	2	0	30	0	0	0	0	32	0	0	3	0	0	0	0	3
1815 - 1830	4	1	37	7	1	0	1	51	1	0	23	4	0	0	0	28	0	1	6	0	0	0	0	7
1830 - 1845	2	0	44	3	0	0	0	49	1	0	21	4	1	0	0	27	0	0	6	1	0	0	0	7
1845 - 1900	3	0	42	2	0	0	0	47	1	0	26	4	1	0	0	32	0	0	13	0	0	0	0	13
Hourly Total	**9**	**1**	**167**	**16**	**1**	**0**	**2**	**196**	**5**	**0**	**100**	**12**	**2**	**0**	**0**	**119**	**0**	**1**	**28**	**1**	**0**	**0**	**0**	**30**
Session Total	**11**	**2**	**550**	**80**	**10**	**0**	**9**	**662**	**6**	**6**	**340**	**47**	**7**	**0**	**0**	**406**	**2**	**2**	**93**	**11**	**2**	**0**	**0**	**110**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (5) Rose Green Road / Gossamer Lane / Nyetimber Lane / Grosvenor Gardens

Approach: Nyetimber Lane

	Left to Grosvenor Gardens								N/B to Rose Green Road								Right to Gossamer Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	1	0	0	0	5	0	0	12	5	0	0	0	17	1	0	7	1	0	0	0	9
0715 - 0730	0	0	5	2	0	0	0	7	0	0	14	3	0	0	0	17	0	0	14	4	1	0	1	20
0730 - 0745	0	0	8	5	0	0	0	13	1	1	19	1	0	0	0	22	0	1	32	7	1	0	1	42
0745 - 0800	0	0	4	4	0	0	0	8	3	0	22	6	0	0	0	31	0	0	33	7	2	0	0	42
Hourly Total	**0**	**0**	**21**	**12**	**0**	**0**	**0**	**33**	**4**	**1**	**67**	**15**	**0**	**0**	**0**	**87**	**1**	**1**	**86**	**19**	**4**	**0**	**2**	**113**
0800 - 0815	0	0	4	0	0	0	0	4	2	0	30	6	0	0	0	38	0	0	50	7	0	0	2	59
0815 - 0830	0	0	8	1	0	0	0	9	0	0	37	5	1	0	0	43	0	0	44	5	0	0	0	49
0830 - 0845	0	0	7	0	0	0	0	7	0	0	28	7	1	0	0	36	1	1	51	6	2	0	1	62
0845 - 0900	0	0	3	1	0	0	0	4	0	0	31	3	0	0	0	34	0	0	46	6	1	0	1	54
Hourly Total	**0**	**0**	**22**	**2**	**0**	**0**	**0**	**24**	**2**	**0**	**126**	**21**	**2**	**0**	**0**	**151**	**1**	**1**	**191**	**24**	**3**	**0**	**4**	**224**
0900 - 0915	0	0	8	0	0	0	0	8	0	0	42	2	1	0	0	45	0	0	62	6	0	0	2	70
0915 - 0930	0	0	6	2	0	0	0	8	1	0	38	5	0	0	0	44	1	0	37	2	2	0	0	42
0930 - 0945	0	0	9	0	0	0	0	9	1	0	33	2	0	0	0	36	0	0	43	2	0	0	1	46
0945 - 1000	0	0	9	0	0	0	0	9	0	0	29	5	2	0	0	36	2	0	39	7	0	0	1	49
Hourly Total	**0**	**0**	**32**	**2**	**0**	**0**	**0**	**34**	**2**	**0**	**142**	**14**	**3**	**0**	**0**	**161**	**3**	**0**	**181**	**17**	**2**	**0**	**4**	**207**
Session Total	**0**	**0**	**75**	**16**	**0**	**0**	**0**	**91**	**8**	**1**	**335**	**50**	**5**	**0**	**0**	**399**	**5**	**2**	**458**	**60**	**9**	**0**	**10**	**544**
1600 - 1615	0	0	2	2	0	0	0	4	0	0	15	5	1	0	0	21	0	0	49	0	0	0	1	50
1615 - 1630	0	0	4	1	1	0	0	6	0	1	21	6	0	0	0	28	0	0	40	4	1	0	1	46
1630 - 1645	0	0	13	0	1	0	0	14	1	0	22	4	0	0	0	27	0	1	39	8	1	0	0	49
1645 - 1700	0	0	5	0	0	0	0	5	3	0	31	3	2	0	0	39	1	1	28	4	1	0	3	38
Hourly Total	**0**	**0**	**24**	**3**	**2**	**0**	**0**	**29**	**4**	**1**	**89**	**18**	**3**	**0**	**0**	**115**	**1**	**2**	**156**	**16**	**3**	**0**	**5**	**183**
1700 - 1715	0	0	12	0	0	0	0	12	0	1	17	4	2	0	0	24	0	0	34	2	1	0	1	38
1715 - 1730	0	0	11	2	1	0	0	14	0	0	22	3	0	0	0	25	1	0	25	4	0	0	2	32
1730 - 1745	0	0	3	0	0	0	0	3	0	0	23	2	1	0	0	26	0	0	41	4	0	0	0	45
1745 - 1800	0	0	6	1	1	0	0	8	1	2	21	3	0	0	0	27	0	0	30	7	1	0	1	39
Hourly Total	**0**	**0**	**32**	**3**	**2**	**0**	**0**	**37**	**1**	**3**	**83**	**12**	**3**	**0**	**0**	**102**	**1**	**0**	**130**	**17**	**2**	**0**	**4**	**154**
1800 - 1815	0	0	7	1	0	0	0	8	1	0	14	3	1	0	0	19	1	2	32	3	0	0	1	39
1815 - 1830	0	0	6	2	0	0	0	8	0	0	15	2	0	0	0	17	0	0	43	3	0	0	0	46
1830 - 1845	0	0	5	2	0	0	0	7	1	0	18	0	0	0	0	19	5	1	34	7	0	0	1	48
1845 - 1900	0	0	6	0	0	0	0	6	0	0	18	3	0	0	0	21	0	0	39	3	0	0	1	43
Hourly Total	**0**	**0**	**24**	**5**	**0**	**0**	**0**	**29**	**2**	**0**	**65**	**8**	**1**	**0**	**0**	**76**	**6**	**3**	**148**	**16**	**0**	**0**	**3**	**176**
Session Total	**0**	**0**	**80**	**11**	**4**	**0**	**0**	**95**	**7**	**4**	**237**	**38**	**7**	**0**	**0**	**293**	**8**	**5**	**434**	**49**	**5**	**0**	**12**	**513**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (5) Rose Green Road / Gossamer Lane / Nyetimber Lane / Grosvenor Gardens

Approach: Grosvenor Gardens

	Left to Rose Green Road								E/B to Gossamer Lane								Right to Nyetimber Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	0	0	0	0	4	0	1	8	4	0	0	0	13	0	0	0	0	1	0	0	1
0715 - 0730	0	0	2	1	0	0	0	3	0	0	15	4	1	0	0	20	0	0	1	0	1	0	0	2
0730 - 0745	0	0	2	1	1	0	0	4	0	0	11	7	1	0	0	19	0	0	4	0	0	0	0	4
0745 - 0800	0	0	4	1	0	0	0	5	0	1	29	6	0	0	0	36	0	0	4	1	0	0	0	5
Hourly Total	**0**	**0**	**12**	**3**	**1**	**0**	**0**	**16**	**0**	**2**	**63**	**21**	**2**	**0**	**0**	**88**	**0**	**0**	**9**	**1**	**2**	**0**	**0**	**12**
0800 - 0815	0	1	5	1	1	0	0	8	1	1	23	5	0	0	0	30	0	0	8	0	0	0	0	8
0815 - 0830	0	0	6	2	0	0	0	8	1	0	28	7	0	0	0	36	0	0	9	1	1	0	0	11
0830 - 0845	0	0	9	0	0	0	0	9	1	0	37	2	0	0	0	40	0	0	10	0	0	0	0	10
0845 - 0900	0	0	10	0	0	0	0	10	0	0	34	6	0	0	0	40	0	0	11	3	0	0	0	14
Hourly Total	**0**	**1**	**30**	**3**	**1**	**0**	**0**	**35**	**3**	**1**	**122**	**20**	**0**	**0**	**0**	**146**	**0**	**0**	**38**	**4**	**1**	**0**	**0**	**43**
0900 - 0915	0	0	6	1	0	0	0	7	0	0	36	2	0	0	0	38	0	0	16	2	0	0	0	18
0915 - 0930	0	0	6	3	1	0	0	10	0	0	23	2	1	0	0	26	0	0	6	1	0	0	0	7
0930 - 0945	0	0	11	0	0	0	0	11	0	0	19	4	3	0	0	26	0	0	5	0	0	0	0	5
0945 - 1000	0	0	11	2	0	0	0	13	0	1	22	3	0	0	0	26	0	0	6	0	0	0	1	7
Hourly Total	**0**	**0**	**34**	**6**	**1**	**0**	**0**	**41**	**0**	**1**	**100**	**11**	**4**	**0**	**0**	**116**	**0**	**0**	**33**	**3**	**0**	**0**	**1**	**37**
Session Total	**0**	**1**	**76**	**12**	**3**	**0**	**0**	**92**	**3**	**4**	**285**	**52**	**6**	**0**	**0**	**350**	**0**	**0**	**80**	**8**	**3**	**0**	**1**	**92**
1600 - 1615	0	0	8	1	0	0	0	9	1	0	32	6	1	0	0	40	0	1	14	1	0	0	0	16
1615 - 1630	0	0	3	0	0	0	0	3	2	0	25	3	0	0	0	30	0	0	16	1	0	0	0	17
1630 - 1645	0	0	9	2	0	1	0	12	0	0	39	4	0	0	0	43	0	0	14	3	0	0	0	17
1645 - 1700	0	0	12	1	0	0	0	13	1	0	46	2	0	0	0	49	0	0	6	1	0	0	0	7
Hourly Total	**0**	**0**	**32**	**4**	**0**	**1**	**0**	**37**	**4**	**0**	**142**	**15**	**1**	**0**	**0**	**162**	**0**	**1**	**50**	**6**	**0**	**0**	**0**	**57**
1700 - 1715	0	0	8	3	1	0	0	12	0	1	35	10	0	0	0	46	0	0	14	3	0	0	0	17
1715 - 1730	0	0	7	0	0	0	0	7	4	0	39	5	0	0	0	48	0	0	24	4	0	0	0	28
1730 - 1745	1	0	6	0	0	0	0	7	1	0	47	2	1	0	0	51	0	0	10	3	0	0	0	13
1745 - 1800	0	1	3	1	0	0	0	5	2	1	56	2	1	0	0	62	0	2	14	2	0	0	0	18
Hourly Total	**1**	**1**	**24**	**4**	**1**	**0**	**0**	**31**	**7**	**2**	**177**	**19**	**2**	**0**	**0**	**207**	**0**	**2**	**62**	**12**	**0**	**0**	**0**	**76**
1800 - 1815	0	0	7	0	0	0	0	7	6	1	51	3	1	0	0	62	0	0	9	3	1	0	0	13
1815 - 1830	0	0	6	0	0	0	0	6	2	0	42	3	0	0	0	47	0	0	8	1	0	0	0	9
1830 - 1845	0	0	2	0	0	0	0	2	12	0	36	3	3	0	0	54	0	0	14	4	0	0	0	18
1845 - 1900	0	0	6	0	0	0	0	6	5	0	24	4	0	0	0	33	0	0	8	1	0	0	0	9
Hourly Total	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**21**	**25**	**1**	**153**	**13**	**4**	**0**	**0**	**196**	**0**	**0**	**39**	**9**	**1**	**0**	**0**	**49**
Session Total	**1**	**1**	**77**	**8**	**1**	**1**	**0**	**69**	**36**	**3**	**472**	**47**	**7**	**0**	**0**	**565**	**0**	**3**	**151**	**27**	**1**	**0**	**0**	**182**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Aldwick Road

	Left to Aldwick Street								S/B to Barrack Lane								Right to Gossamer Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	2	0	0	6	1	1	0	0	8
0715 - 0730	0	0	3	1	1	0	0	5	0	0	1	5	1	0	0	7	0	0	17	3	0	0	1	21
0730 - 0745	1	0	4	4	0	0	0	9	1	0	6	0	0	0	0	7	0	2	27	3	2	0	1	35
0745 - 0800	0	0	1	1	0	1	0	3	2	0	9	4	0	1	0	16	0	0	22	8	1	0	2	33
Hourly Total	**1**	**0**	**9**	**6**	**1**	**1**	**0**	**18**	**3**	**0**	**17**	**9**	**2**	**1**	**0**	**32**	**0**	**2**	**72**	**15**	**4**	**0**	**4**	**97**
0800 - 0815	0	0	3	0	0	0	0	3	0	0	13	2	4	0	0	19	1	0	29	6	0	0	0	36
0815 - 0830	0	0	7	0	0	0	0	7	0	0	7	1	0	0	0	8	0	0	40	5	2	0	1	48
0830 - 0845	1	0	8	3	1	0	0	13	0	0	12	3	2	0	0	17	0	0	40	3	3	0	0	46
0845 - 0900	0	0	8	1	0	0	0	9	0	0	13	2	1	0	0	16	0	0	39	3	0	0	1	43
Hourly Total	**1**	**0**	**26**	**4**	**1**	**0**	**0**	**32**	**0**	**0**	**45**	**8**	**7**	**0**	**0**	**60**	**1**	**0**	**148**	**17**	**5**	**0**	**2**	**173**
0900 - 0915	0	0	5	2	0	0	0	7	0	0	13	4	1	1	0	19	0	0	28	11	2	0	1	42
0915 - 0930	0	0	9	0	0	0	0	9	0	0	11	7	0	0	0	18	0	0	28	6	1	0	1	36
0930 - 0945	0	0	9	3	0	0	0	12	0	0	12	5	0	0	0	17	0	1	33	2	0	0	0	36
0945 - 1000	0	0	10	0	1	0	0	11	0	0	10	1	1	0	0	12	2	0	26	6	0	0	2	36
Hourly Total	**0**	**0**	**33**	**5**	**1**	**0**	**0**	**39**	**0**	**0**	**46**	**17**	**2**	**1**	**0**	**66**	**2**	**1**	**115**	**25**	**3**	**0**	**4**	**150**
Session Total	**2**	**0**	**68**	**15**	**3**	**1**	**0**	**89**	**3**	**0**	**108**	**34**	**11**	**2**	**0**	**158**	**3**	**3**	**335**	**57**	**12**	**0**	**10**	**420**
1600 - 1615	0	0	5	1	0	0	0	6	0	0	25	2	1	0	0	28	0	0	54	2	2	0	3	61
1615 - 1630	0	0	3	0	0	0	0	3	0	0	21	1	0	0	0	22	0	0	29	3	0	0	1	33
1630 - 1645	0	0	8	2	0	0	0	10	0	0	24	6	0	0	0	30	0	1	49	10	2	0	0	62
1645 - 1700	0	0	4	1	2	0	0	7	0	0	19	4	0	0	0	23	0	0	47	12	0	0	1	60
Hourly Total	**0**	**0**	**20**	**4**	**2**	**0**	**0**	**26**	**0**	**0**	**89**	**13**	**1**	**0**	**0**	**103**	**0**	**1**	**179**	**27**	**4**	**0**	**5**	**216**
1700 - 1715	0	0	11	2	0	0	0	13	0	0	24	1	1	0	0	26	1	1	39	6	1	0	1	49
1715 - 1730	0	0	9	1	0	0	0	10	1	0	19	2	0	0	0	22	0	0	45	5	2	0	1	53
1730 - 1745	0	0	4	1	0	0	0	5	0	0	15	6	0	0	0	21	2	1	58	9	2	0	0	72
1745 - 1800	0	0	5	1	0	0	0	6	0	0	21	3	0	0	0	24	0	0	44	5	0	0	1	50
Hourly Total	**0**	**0**	**29**	**5**	**0**	**0**	**0**	**34**	**1**	**0**	**79**	**12**	**1**	**0**	**0**	**93**	**3**	**2**	**186**	**25**	**5**	**0**	**3**	**224**
1800 - 1815	0	0	7	4	0	0	0	11	1	1	18	4	0	0	0	24	0	0	38	5	0	0	1	44
1815 - 1830	0	0	8	1	0	0	0	9	0	0	20	1	1	0	0	22	1	0	29	6	0	0	1	37
1830 - 1845	0	1	8	1	0	0	0	10	0	0	15	3	1	0	0	19	2	0	38	4	0	0	0	44
1845 - 1900	0	0	8	0	0	0	0	8	1	0	10	1	0	0	0	12	0	0	43	3	0	0	0	46
Hourly Total	**0**	**1**	**31**	**6**	**0**	**0**	**0**	**38**	**2**	**1**	**63**	**9**	**2**	**0**	**0**	**77**	**3**	**0**	**148**	**18**	**0**	**0**	**2**	**171**
Session Total	**0**	**1**	**80**	**15**	**2**	**0**	**0**	**98**	**3**	**1**	**231**	**34**	**4**	**0**	**0**	**273**	**6**	**3**	**513**	**70**	**9**	**0**	**10**	**611**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Aldwick Street

	Left to Barrack Lane								W/B to Gossamer Lane								Right to Aldwick Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	1	1	0	0	4	1	0	18	6	0	0	0	25	0	0	4	3	0	0	0	7
0715 - 0730	0	0	4	0	0	0	0	4	2	0	33	7	0	0	0	42	0	0	4	1	0	0	0	5
0730 - 0745	0	0	2	2	0	0	0	4	2	1	33	6	0	0	0	42	0	0	4	0	0	0	0	4
0745 - 0800	0	0	10	2	0	0	0	12	1	0	29	11	0	1	0	42	0	0	5	1	0	0	0	6
Hourly Total	**0**	**0**	**18**	**5**	**1**	**0**	**0**	**24**	**6**	**1**	**113**	**30**	**0**	**1**	**0**	**151**	**0**	**0**	**17**	**5**	**0**	**0**	**0**	**22**
0800 - 0815	0	0	5	4	0	0	0	9	0	1	45	10	2	0	0	58	0	0	13	1	2	1	0	17
0815 - 0830	0	0	3	3	2	0	0	8	0	0	28	5	2	0	0	35	0	0	7	0	0	0	0	7
0830 - 0845	0	0	5	2	0	0	0	7	0	0	40	9	2	0	0	51	0	0	14	1	0	0	0	15
0845 - 0900	0	0	6	1	0	0	0	7	1	0	36	3	0	0	1	41	0	0	9	2	0	0	1	12
Hourly Total	**0**	**0**	**19**	**10**	**2**	**0**	**0**	**31**	**1**	**1**	**149**	**27**	**6**	**0**	**1**	**185**	**0**	**0**	**43**	**4**	**2**	**1**	**1**	**51**
0900 - 0915	2	0	9	1	0	0	0	12	0	0	37	6	0	0	0	43	0	0	2	0	0	0	0	2
0915 - 0930	0	0	6	1	0	0	0	7	0	0	39	4	0	0	0	43	1	0	8	1	0	0	0	10
0930 - 0945	0	0	8	3	0	0	0	11	0	0	34	2	0	0	0	36	0	0	17	1	1	0	0	19
0945 - 1000	1	0	15	3	0	0	0	19	0	0	37	5	0	0	0	42	0	0	7	1	0	0	0	8
Hourly Total	**3**	**0**	**38**	**8**	**0**	**0**	**0**	**49**	**0**	**0**	**147**	**17**	**0**	**0**	**0**	**164**	**1**	**0**	**34**	**3**	**1**	**0**	**0**	**39**
Session Total	**3**	**0**	**75**	**23**	**3**	**0**	**0**	**104**	**7**	**2**	**409**	**74**	**6**	**1**	**1**	**500**	**1**	**0**	**94**	**12**	**3**	**1**	**1**	**112**
1600 - 1615	1	0	6	2	0	0	0	9	3	1	52	7	2	0	0	65	0	0	11	1	0	0	0	12
1615 - 1630	0	0	9	1	0	0	0	10	0	1	50	9	1	0	0	61	0	0	10	2	0	0	0	12
1630 - 1645	0	0	13	0	0	0	1	14	1	0	59	7	0	0	0	67	1	0	3	2	0	0	0	6
1645 - 1700	0	0	11	0	0	0	0	11	0	0	52	8	0	0	0	60	0	2	9	2	0	0	0	13
Hourly Total	**1**	**0**	**39**	**3**	**0**	**0**	**1**	**44**	**4**	**2**	**213**	**31**	**3**	**0**	**0**	**253**	**1**	**2**	**33**	**7**	**0**	**0**	**0**	**43**
1700 - 1715	1	0	17	4	1	0	0	23	3	0	76	9	1	0	0	89	0	0	12	2	1	0	0	15
1715 - 1730	1	0	10	1	0	0	0	12	0	2	77	14	3	0	0	96	0	0	12	0	0	0	1	13
1730 - 1745	0	0	6	2	0	0	0	8	2	2	59	9	1	0	0	73	0	0	5	4	0	0	0	9
1745 - 1800	1	0	7	1	1	0	0	10	2	0	44	9	0	1	0	56	0	0	5	1	0	0	0	6
Hourly Total	**3**	**0**	**40**	**8**	**2**	**0**	**0**	**53**	**7**	**4**	**256**	**41**	**5**	**1**	**0**	**314**	**0**	**0**	**34**	**7**	**1**	**0**	**1**	**43**
1800 - 1815	0	0	9	2	1	0	0	12	1	0	39	5	0	0	0	45	0	0	4	0	1	0	0	5
1815 - 1830	0	0	7	3	0	0	0	10	5	1	45	8	1	0	0	60	0	0	3	2	0	0	0	5
1830 - 1845	0	0	7	1	0	0	0	8	0	0	33	4	0	0	0	37	0	0	4	0	0	0	0	4
1845 - 1900	1	0	12	0	0	0	0	13	5	0	52	2	2	0	0	61	0	0	4	0	0	0	0	4
Hourly Total	**1**	**0**	**35**	**6**	**1**	**0**	**0**	**43**	**11**	**1**	**169**	**19**	**3**	**0**	**0**	**203**	**0**	**0**	**15**	**2**	**1**	**0**	**0**	**18**
Session Total	**5**	**0**	**114**	**17**	**3**	**0**	**1**	**140**	**22**	**7**	**638**	**91**	**11**	**1**	**0**	**770**	**1**	**2**	**82**	**16**	**2**	**0**	**1**	**104**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Barrack Lane

	Left to Gossamer Lane								N/B to Aldwick Road								Right to Aldwick Street							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	0	2	0	0	6	1	0	2	0	1	0	0	4	0	0	2	1	0	0	0	3
0715 - 0730	0	0	9	1	0	0	0	10	2	0	7	1	0	0	0	10	0	0	6	0	0	0	0	6
0730 - 0745	0	0	11	1	0	0	0	12	1	0	8	2	0	0	0	11	0	0	12	1	0	0	0	13
0745 - 0800	0	0	13	2	1	0	0	16	1	0	23	2	2	0	0	28	1	0	17	0	0	0	0	18
Hourly Total	**0**	**0**	**37**	**4**	**3**	**0**	**0**	**44**	**5**	**0**	**40**	**5**	**3**	**0**	**0**	**53**	**1**	**0**	**37**	**2**	**0**	**0**	**0**	**40**
0800 - 0815	0	0	5	0	0	0	0	5	1	0	30	4	1	0	0	36	0	0	8	1	0	0	0	9
0815 - 0830	1	0	12	0	1	0	0	14	0	0	13	2	1	1	0	17	0	0	14	1	0	0	0	15
0830 - 0845	0	0	7	1	1	0	0	9	0	0	13	1	0	0	0	14	0	0	11	1	0	0	0	12
0845 - 0900	0	0	10	1	0	0	0	11	0	0	35	2	0	0	0	37	0	0	8	0	0	0	0	8
Hourly Total	**1**	**0**	**34**	**2**	**2**	**0**	**0**	**39**	**1**	**0**	**91**	**9**	**2**	**1**	**0**	**104**	**0**	**0**	**41**	**3**	**0**	**0**	**0**	**44**
0900 - 0915	1	0	6	0	0	0	0	7	0	0	14	1	0	0	0	15	0	0	15	2	0	0	0	17
0915 - 0930	0	0	10	0	0	0	0	10	0	0	25	2	0	0	0	27	0	0	8	0	0	0	0	8
0930 - 0945	0	0	9	0	1	0	0	10	0	0	16	2	2	1	0	21	0	0	15	1	0	0	0	16
0945 - 1000	0	0	7	1	0	0	0	8	0	0	26	1	0	0	0	27	0	1	11	2	0	0	0	14
Hourly Total	**1**	**0**	**32**	**1**	**1**	**0**	**0**	**35**	**0**	**0**	**81**	**6**	**2**	**1**	**0**	**90**	**0**	**1**	**49**	**5**	**0**	**0**	**0**	**55**
Session Total	**2**	**0**	**103**	**7**	**6**	**0**	**0**	**118**	**6**	**0**	**212**	**20**	**7**	**2**	**0**	**247**	**1**	**1**	**127**	**10**	**0**	**0**	**0**	**139**
1600 - 1615	0	0	12	2	1	0	0	15	2	1	23	4	1	0	0	31	0	0	7	0	0	0	0	7
1615 - 1630	2	0	7	0	0	0	0	9	0	0	16	5	2	0	0	23	1	0	8	1	0	0	0	10
1630 - 1645	0	0	4	2	0	0	0	6	0	0	19	3	0	0	0	22	0	0	6	2	1	0	0	9
1645 - 1700	0	0	8	0	0	0	0	8	0	0	13	4	0	0	0	17	0	0	6	2	0	0	0	8
Hourly Total	**2**	**0**	**31**	**4**	**1**	**0**	**0**	**38**	**2**	**1**	**71**	**16**	**3**	**0**	**0**	**93**	**1**	**0**	**27**	**5**	**1**	**0**	**0**	**34**
1700 - 1715	0	0	8	1	0	0	0	9	0	0	21	6	1	0	0	28	0	0	11	1	0	0	0	12
1715 - 1730	0	0	4	2	0	0	0	6	0	0	8	2	2	0	0	12	0	0	5	1	0	0	0	6
1730 - 1745	0	0	3	1	0	0	0	4	2	1	8	2	1	0	0	14	0	0	2	1	0	0	0	3
1745 - 1800	0	0	5	0	0	0	0	5	1	0	13	0	0	0	0	14	0	0	4	1	0	0	0	5
Hourly Total	**0**	**0**	**20**	**4**	**0**	**0**	**0**	**24**	**3**	**1**	**50**	**10**	**4**	**0**	**0**	**68**	**0**	**0**	**22**	**4**	**0**	**0**	**0**	**26**
1800 - 1815	0	0	5	0	0	0	0	5	1	0	6	1	0	0	0	8	0	0	8	1	0	0	0	9
1815 - 1830	0	1	10	1	0	0	0	12	1	0	11	4	0	0	0	16	0	0	5	0	1	0	0	6
1830 - 1845	0	0	3	1	1	0	0	5	0	0	13	1	0	0	0	14	0	0	11	0	1	0	0	12
1845 - 1900	0	0	7	0	0	0	0	7	0	0	11	4	0	0	0	15	0	0	7	1	0	0	0	8
Hourly Total	**0**	**1**	**25**	**2**	**1**	**0**	**0**	**29**	**2**	**0**	**41**	**10**	**0**	**0**	**0**	**53**	**0**	**0**	**31**	**2**	**2**	**0**	**0**	**35**
Session Total	**2**	**1**	**76**	**10**	**2**	**0**	**0**	**91**	**7**	**2**	**162**	**36**	**7**	**0**	**0**	**214**	**1**	**0**	**80**	**11**	**3**	**0**	**0**	**95**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Gossamer Lane

	Left to Aldwick Road								E/B to Aldwick Street								Right to Barrack Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	8	2	0	0	1	11	2	1	18	3	0	0	0	24	0	0	0	0	0	0	0	0
0715 - 0730	0	0	12	1	1	0	1	15	0	0	19	9	1	0	0	29	0	0	0	0	0	0	0	0
0730 - 0745	2	1	21	2	1	0	1	28	1	0	27	8	0	0	1	37	0	0	1	1	0	0	0	2
0745 - 0800	1	0	26	5	0	0	0	32	0	1	48	11	3	0	0	63	0	0	4	1	0	0	0	5
Hourly Total	**3**	**1**	**67**	**10**	**2**	**0**	**3**	**86**	**3**	**2**	**112**	**31**	**4**	**0**	**1**	**153**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**
0800 - 0815	1	0	48	5	0	0	1	55	0	0	49	6	0	0	1	56	0	1	4	2	0	0	0	7
0815 - 0830	1	0	30	6	0	0	0	37	1	0	57	6	0	0	0	64	0	0	4	2	0	0	0	6
0830 - 0845	0	1	35	5	1	0	1	43	3	0	77	3	1	0	0	84	0	0	7	1	1	0	0	9
0845 - 0900	0	0	38	4	1	0	1	44	0	0	60	8	0	0	0	68	0	0	6	1	0	0	0	7
Hourly Total	**2**	**1**	**151**	**20**	**2**	**0**	**3**	**179**	**4**	**0**	**243**	**23**	**1**	**0**	**1**	**272**	**0**	**1**	**21**	**6**	**1**	**0**	**0**	**29**
0900 - 0915	0	0	38	8	2	0	1	49	0	1	68	7	0	0	1	77	0	0	8	0	0	0	0	8
0915 - 0930	0	0	22	4	1	0	0	27	2	0	43	2	0	0	0	47	0	0	4	0	1	0	0	5
0930 - 0945	0	0	31	4	4	0	1	40	0	0	48	3	0	0	0	51	0	0	6	0	1	0	0	7
0945 - 1000	0	0	40	4	0	0	1	45	1	2	38	7	0	0	0	48	1	0	8	0	0	0	0	9
Hourly Total	**0**	**0**	**131**	**20**	**7**	**0**	**3**	**161**	**3**	**3**	**197**	**19**	**0**	**0**	**1**	**223**	**1**	**0**	**26**	**0**	**2**	**0**	**0**	**29**
Session Total	**5**	**2**	**349**	**50**	**11**	**0**	**9**	**426**	**10**	**5**	**552**	**73**	**5**	**0**	**3**	**648**	**1**	**1**	**52**	**8**	**3**	**0**	**0**	**65**
1600 - 1615	0	0	26	3	2	0	1	32	1	0	58	3	0	0	0	62	0	0	6	0	0	0	0	6
1615 - 1630	0	0	22	1	1	0	0	24	2	0	43	7	0	0	0	52	1	0	11	1	0	0	0	13
1630 - 1645	0	0	23	5	1	0	1	30	0	1	48	9	0	0	0	58	0	0	4	1	0	0	0	5
1645 - 1700	0	1	20	2	0	0	1	24	2	0	47	5	1	0	1	56	0	0	11	0	0	0	0	11
Hourly Total	**0**	**1**	**91**	**11**	**4**	**0**	**3**	**110**	**5**	**1**	**196**	**24**	**1**	**0**	**1**	**228**	**1**	**0**	**32**	**2**	**0**	**0**	**0**	**35**
1700 - 1715	0	2	30	3	1	0	1	37	2	0	41	8	0	0	0	51	0	0	6	1	0	0	0	7
1715 - 1730	1	0	21	7	0	0	1	30	0	0	46	8	0	0	1	55	0	0	5	0	0	0	0	5
1730 - 1745	2	0	30	3	0	0	0	35	3	0	51	2	1	0	0	57	0	0	14	1	0	0	0	15
1745 - 1800	2	1	27	8	1	0	1	40	1	1	52	7	1	0	0	62	0	0	10	0	0	0	0	10
Hourly Total	**5**	**3**	**108**	**21**	**2**	**0**	**3**	**142**	**6**	**1**	**190**	**25**	**2**	**0**	**1**	**225**	**0**	**0**	**35**	**2**	**0**	**0**	**0**	**37**
1800 - 1815	2	1	32	3	1	0	1	40	2	2	48	4	0	0	0	56	0	0	9	2	0	0	0	11
1815 - 1830	2	0	26	1	0	0	0	29	2	0	46	3	0	0	0	51	0	0	7	0	0	0	0	7
1830 - 1845	0	0	22	2	0	0	1	25	8	1	42	5	1	0	0	57	0	0	10	2	0	0	0	12
1845 - 1900	1	0	31	0	0	0	1	33	6	0	37	2	1	0	0	46	0	0	4	1	0	0	0	5
Hourly Total	**5**	**1**	**111**	**6**	**1**	**0**	**3**	**127**	**18**	**3**	**173**	**14**	**2**	**0**	**0**	**210**	**0**	**0**	**30**	**5**	**0**	**0**	**0**	**35**
Session Total	**10**	**5**	**310**	**38**	**7**	**0**	**9**	**379**	**29**	**5**	**559**	**63**	**5**	**0**	**2**	**663**	**1**	**0**	**97**	**9**	**0**	**0**	**0**	**107**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Felds

Approach: Lower Bognor Road

	Left to Aldwick Road (East)								S/B to Aldwick Felds								Right to Aldwick Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	6	2	1	0	0	9	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
0715 - 0730	0	0	21	3	0	0	0	24	0	0	1	0	0	0	0	1	0	0	3	4	1	0	0	8
0730 - 0745	0	0	27	7	1	1	0	36	0	0	1	0	0	0	0	1	0	0	9	2	0	0	0	11
0745 - 0800	1	0	30	7	1	0	0	39	0	0	0	0	1	0	0	1	0	0	8	5	2	1	1	17
Hourly Total	**1**	**0**	**84**	**19**	**3**	**1**	**0**	**108**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**24**	**11**	**3**	**1**	**1**	**40**
0800 - 0815	0	0	18	3	0	0	0	21	0	0	1	1	0	0	0	2	0	0	9	1	0	0	0	10
0815 - 0830	1	0	36	8	3	0	0	48	0	0	0	0	0	0	0	0	0	0	10	5	2	0	0	17
0830 - 0845	0	0	34	4	0	0	0	38	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	24
0845 - 0900	0	0	24	2	2	0	0	28	0	0	1	0	0	0	0	1	0	0	20	5	0	0	0	25
Hourly Total	**1**	**0**	**112**	**17**	**5**	**0**	**0**	**135**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**60**	**13**	**3**	**0**	**0**	**76**
0900 - 0915	0	0	24	7	1	0	0	32	0	0	2	0	0	0	0	2	0	0	16	2	0	0	0	18
0915 - 0930	3	0	27	8	0	0	0	38	0	0	7	0	0	0	0	7	0	0	19	5	0	0	0	24
0930 - 0945	0	0	39	8	2	0	0	49	0	0	2	0	0	0	0	2	0	1	19	6	0	0	0	26
0945 - 1000	0	0	24	6	3	1	0	34	0	0	4	0	0	0	0	4	1	0	11	3	2	0	0	17
Hourly Total	**3**	**0**	**114**	**29**	**6**	**1**	**0**	**153**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**1**	**1**	**65**	**16**	**2**	**0**	**0**	**85**
Session Total	**5**	**0**	**310**	**65**	**14**	**2**	**0**	**396**	**0**	**0**	**19**	**1**	**1**	**0**	**0**	**21**	**1**	**1**	**149**	**40**	**6**	**1**	**1**	**201**
1600 - 1615	1	0	31	13	0	0	0	45	0	0	2	0	0	0	0	2	0	0	35	6	1	0	0	42
1615 - 1630	2	1	47	14	1	0	0	65	0	0	10	3	0	0	0	13	0	0	18	2	0	0	0	20
1630 - 1645	4	0	43	13	0	0	0	60	0	0	8	0	0	0	0	8	0	0	33	8	2	0	0	43
1645 - 1700	0	2	49	9	0	0	0	60	0	0	3	1	0	0	0	4	0	0	30	8	1	0	0	39
Hourly Total	**7**	**3**	**170**	**49**	**1**	**0**	**0**	**230**	**0**	**0**	**23**	**4**	**0**	**0**	**0**	**27**	**0**	**0**	**116**	**24**	**4**	**0**	**0**	**144**
1700 - 1715	1	2	45	13	0	0	0	61	0	0	9	0	0	0	0	9	1	0	32	5	1	0	0	39
1715 - 1730	0	0	66	11	1	1	0	79	0	0	7	2	0	0	0	9	0	0	30	4	0	0	0	34
1730 - 1745	0	0	51	6	2	0	0	59	0	0	5	3	0	0	0	8	0	1	31	4	0	0	0	36
1745 - 1800	1	0	45	6	0	0	0	52	0	0	4	0	0	0	0	4	0	0	30	2	0	0	0	32
Hourly Total	**2**	**2**	**207**	**36**	**3**	**1**	**0**	**251**	**0**	**0**	**25**	**5**	**0**	**0**	**0**	**30**	**1**	**1**	**123**	**15**	**1**	**0**	**0**	**141**
1800 - 1815	2	1	39	8	0	0	0	50	0	0	4	0	0	0	0	4	0	0	25	5	0	0	0	30
1815 - 1830	0	0	54	4	0	0	0	58	0	0	5	0	0	0	0	5	0	0	25	9	0	0	0	34
1830 - 1845	0	0	24	3	1	0	0	28	0	0	0	0	0	0	0	0	0	1	23	3	0	0	0	27
1845 - 1900	1	0	19	3	0	0	0	23	0	0	4	0	0	0	0	4	1	0	13	3	0	0	0	17
Hourly Total	**3**	**1**	**136**	**18**	**1**	**0**	**0**	**159**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**1**	**1**	**86**	**20**	**0**	**0**	**0**	**108**
Session Total	**12**	**6**	**513**	**103**	**5**	**1**	**0**	**640**	**0**	**0**	**61**	**9**	**0**	**0**	**0**	**70**	**2**	**2**	**325**	**59**	**5**	**0**	**0**	**393**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Felds

Approach: Aldwick Road (East)

	Left to Aldwick Felds								W/B to Aldwick Road (West)								Right to Lower Bognor Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	8	3	2	1	1	15	1	0	37	5	0	0	0	43
0715 - 0730	0	0	0	0	0	0	0	0	0	0	15	5	0	0	1	21	0	1	31	9	0	0	0	41
0730 - 0745	0	0	0	0	0	0	0	0	1	3	23	4	2	0	1	34	0	0	30	17	1	0	0	48
0745 - 0800	0	0	1	0	0	0	0	1	1	0	30	8	1	2	2	44	1	0	31	5	2	0	0	39
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**3**	**76**	**20**	**5**	**3**	**5**	**114**	**2**	**1**	**129**	**36**	**3**	**0**	**0**	**171**
0800 - 0815	0	0	0	0	0	0	0	0	1	0	36	5	2	0	0	44	1	0	37	4	1	0	0	43
0815 - 0830	0	0	4	0	0	0	0	4	1	0	41	1	0	0	1	44	0	0	26	4	1	0	0	31
0830 - 0845	0	0	0	1	0	0	0	1	1	0	33	4	5	0	0	43	1	0	31	6	1	0	0	39
0845 - 0900	0	0	0	0	0	0	0	0	0	0	34	2	1	0	1	38	0	0	26	3	0	0	0	29
Hourly Total	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**3**	**0**	**144**	**12**	**8**	**0**	**2**	**169**	**2**	**0**	**120**	**17**	**3**	**0**	**0**	**142**
0900 - 0915	0	0	3	0	0	0	0	3	0	0	29	12	3	1	1	46	2	0	23	6	0	0	0	31
0915 - 0930	0	0	3	0	0	0	0	3	0	0	26	8	1	0	1	36	0	0	26	4	1	0	0	31
0930 - 0945	0	0	2	0	0	0	0	2	0	0	31	5	0	0	0	36	0	0	17	3	0	0	0	20
0945 - 1000	0	0	3	1	0	0	0	4	1	0	31	4	0	0	1	37	0	0	19	2	1	0	0	22
Hourly Total	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**1**	**0**	**117**	**29**	**4**	**1**	**3**	**155**	**2**	**0**	**85**	**15**	**2**	**0**	**0**	**104**
Session Total	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**18**	**6**	**3**	**337**	**61**	**17**	**4**	**10**	**436**	**6**	**1**	**334**	**68**	**8**	**0**	**0**	**417**
1600 - 1615	1	0	1	1	0	0	0	3	0	0	48	2	2	0	2	54	1	0	25	7	0	0	0	33
1615 - 1630	0	0	3	0	0	0	0	3	0	0	45	3	0	0	1	49	0	0	30	0	2	0	0	32
1630 - 1645	0	0	0	0	0	0	0	0	0	1	51	12	0	0	0	64	0	0	39	7	0	0	0	46
1645 - 1700	0	0	1	1	0	0	0	2	1	0	40	14	0	0	1	56	0	0	28	0	0	0	0	28
Hourly Total	**1**	**0**	**5**	**2**	**0**	**0**	**0**	**8**	**1**	**1**	**184**	**31**	**2**	**0**	**4**	**223**	**1**	**0**	**122**	**14**	**2**	**0**	**0**	**139**
1700 - 1715	0	0	2	0	0	0	0	2	0	0	55	6	2	0	1	64	0	0	35	12	0	0	0	47
1715 - 1730	1	0	2	0	0	0	0	3	1	0	43	7	1	0	1	53	0	0	30	6	1	0	0	37
1730 - 1745	0	0	2	0	0	0	0	2	2	0	47	8	2	0	0	59	0	0	27	5	0	0	0	32
1745 - 1800	0	0	2	0	0	0	0	2	0	0	38	5	0	0	1	44	2	0	29	4	0	0	0	35
Hourly Total	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**9**	**3**	**0**	**183**	**26**	**5**	**0**	**3**	**220**	**2**	**0**	**121**	**27**	**1**	**0**	**0**	**151**
1800 - 1815	0	0	2	0	0	0	0	2	0	1	37	6	0	0	1	45	0	0	24	7	0	0	0	31
1815 - 1830	0	0	3	0	0	0	0	3	2	0	31	3	0	0	1	37	7	0	22	0	0	0	0	29
1830 - 1845	0	0	0	0	0	0	0	0	1	0	36	6	1	0	0	44	1	0	16	4	1	0	0	22
1845 - 1900	0	0	0	0	0	0	0	0	0	0	45	2	0	0	0	47	1	0	16	1	0	0	0	18
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**3**	**1**	**149**	**17**	**1**	**0**	**2**	**173**	**9**	**0**	**78**	**12**	**1**	**0**	**0**	**100**
Session Total	**2**	**0**	**18**	**2**	**0**	**0**	**0**	**22**	**7**	**2**	**516**	**74**	**8**	**0**	**9**	**616**	**12**	**0**	**321**	**53**	**4**	**0**	**0**	**390**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Felds

Approach: Aldwick Felds

	Left to Aldwick Road (West)								N/B to Lower Bognor Road								Right to Aldwick Road (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2
0715 - 0730	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
0730 - 0745	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2
0745 - 0800	0	0	1	1	0	0	0	2	0	0	5	0	0	0	0	5	1	0	3	3	0	0	0	7
Hourly Total	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**1**	**0**	**7**	**5**	**0**	**0**	**0**	**13**
0800 - 0815	1	0	0	1	0	0	0	2	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4
0815 - 0830	0	0	2	0	0	0	0	2	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
0830 - 0845	0	0	7	0	0	0	0	7	0	0	4	0	0	0	0	4	0	0	2	1	0	0	0	3
0845 - 0900	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2
Hourly Total	**1**	**0**	**10**	**1**	**0**	**0**	**0**	**12**	**0**	**0**	**19**	**1**	**0**	**0**	**0**	**20**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**
0900 - 0915	0	0	2	1	0	0	0	3	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1
0915 - 0930	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
0930 - 0945	0	0	5	0	0	0	0	5	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2
0945 - 1000	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**16**	**0**	**0**	**15**	**2**	**0**	**0**	**0**	**17**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
Session Total	**1**	**0**	**32**	**5**	**0**	**0**	**0**	**38**	**0**	**0**	**49**	**3**	**0**	**0**	**0**	**52**	**1**	**0**	**21**	**6**	**0**	**0**	**0**	**28**
1600 - 1615	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
1615 - 1630	0	0	2	0	0	0	0	2	0	0	2	0	1	0	0	3	0	0	1	1	0	0	0	2
1630 - 1645	0	0	1	2	0	0	0	3	0	0	1	0	0	0	0	1	1	0	1	0	0	0	0	2
1645 - 1700	1	0	7	1	0	0	0	9	0	0	3	1	0	0	0	4	0	0	0	1	0	0	0	1
Hourly Total	**1**	**0**	**11**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**8**	**1**	**1**	**0**	**0**	**10**	**1**	**0**	**4**	**2**	**0**	**0**	**0**	**7**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2
1715 - 1730	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5
1730 - 1745	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
1745 - 1800	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**
1800 - 1815	1	0	2	1	0	0	0	4	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
1815 - 1830	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	1	0	0	0	0	0	0	1
1830 - 1845	0	0	2	1	0	0	0	3	1	0	6	0	0	0	0	7	0	0	0	0	0	0	0	0
1845 - 1900	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**12**	**2**	**0**	**0**	**0**	**15**	**1**	**0**	**15**	**0**	**0**	**0**	**0**	**16**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**
Session Total	**2**	**0**	**36**	**5**	**0**	**0**	**0**	**43**	**1**	**0**	**35**	**2**	**1**	**0**	**0**	**39**	**2**	**0**	**15**	**3**	**0**	**0**	**0**	**20**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Felds

Approach: Aldwick Road (West)

	Left to Lower Bognor Road								E/B to Aldwick Road (East)								Right to Aldwick Felds							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	12	2	1	0	0	16	0	0	12	5	0	0	1	18	0	0	1	0	0	0	0	1
0715 - 0730	0	0	9	1	0	0	0	10	2	1	8	1	0	1	1	14	0	0	1	0	0	0	0	1
0730 - 0745	0	0	9	1	0	0	0	10	3	1	30	3	0	0	1	38	0	0	2	0	0	0	0	2
0745 - 0800	0	0	15	2	1	0	0	18	2	0	36	6	0	0	0	44	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**45**	**6**	**2**	**0**	**0**	**54**	**7**	**2**	**86**	**15**	**0**	**1**	**3**	**114**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
0800 - 0815	0	0	23	2	2	1	0	28	2	0	72	8	0	0	1	83	0	0	0	0	0	1	0	1
0815 - 0830	0	0	19	3	0	0	0	22	1	0	40	6	1	0	0	48	0	0	3	0	0	0	0	3
0830 - 0845	0	0	21	1	0	0	0	22	0	1	43	6	0	1	1	52	0	0	3	0	1	0	0	4
0845 - 0900	0	0	30	2	0	0	0	32	1	0	55	5	1	0	1	63	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**93**	**8**	**2**	**1**	**0**	**104**	**4**	**1**	**210**	**25**	**2**	**1**	**3**	**246**	**0**	**0**	**9**	**0**	**1**	**1**	**0**	**11**
0900 - 0915	0	0	16	3	1	0	0	20	0	0	42	7	1	0	1	51	0	0	1	0	0	0	0	1
0915 - 0930	0	0	23	4	0	0	0	27	0	0	33	2	0	0	0	35	0	0	3	1	1	0	0	5
0930 - 0945	0	0	18	2	4	0	0	24	0	0	44	5	1	1	1	52	0	0	4	0	0	1	0	5
0945 - 1000	0	0	21	0	1	0	0	22	0	0	50	5	0	0	1	56	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**78**	**9**	**6**	**0**	**0**	**93**	**0**	**0**	**169**	**19**	**2**	**1**	**3**	**194**	**0**	**0**	**11**	**1**	**1**	**1**	**0**	**14**
Session Total	**1**	**0**	**216**	**23**	**10**	**1**	**0**	**251**	**11**	**3**	**465**	**59**	**4**	**3**	**9**	**554**	**0**	**0**	**25**	**1**	**2**	**2**	**0**	**30**
1600 - 1615	0	1	17	5	1	0	0	24	0	0	39	3	2	0	1	45	0	0	4	0	0	0	0	4
1615 - 1630	0	0	20	5	0	0	0	25	0	0	31	2	2	0	0	35	0	0	2	0	0	0	0	2
1630 - 1645	0	0	12	2	1	0	0	15	0	0	35	5	1	0	1	42	0	0	5	0	0	0	0	5
1645 - 1700	0	0	14	3	0	0	0	17	1	1	27	7	0	0	1	37	0	0	0	1	0	0	0	1
Hourly Total	**0**	**1**	**63**	**15**	**2**	**0**	**0**	**81**	**1**	**1**	**132**	**17**	**5**	**0**	**3**	**159**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**
1700 - 1715	0	1	22	3	1	0	0	27	0	0	36	6	2	0	1	45	0	0	4	1	0	0	0	5
1715 - 1730	0	0	16	0	0	0	0	16	1	0	27	7	2	0	0	37	0	0	3	2	0	0	0	5
1730 - 1745	0	0	14	5	0	0	0	19	3	1	27	5	1	0	1	38	0	0	4	0	0	0	0	4
1745 - 1800	0	1	8	1	0	0	0	10	3	0	36	10	1	0	1	51	0	0	2	0	0	0	0	2
Hourly Total	**0**	**2**	**60**	**9**	**1**	**0**	**0**	**72**	**7**	**1**	**126**	**28**	**6**	**0**	**3**	**171**	**0**	**0**	**13**	**3**	**0**	**0**	**0**	**16**
1800 - 1815	0	0	6	1	1	0	0	8	3	1	30	2	1	0	1	38	0	0	6	0	0	0	0	6
1815 - 1830	0	0	10	3	0	0	0	13	1	0	35	3	0	0	0	39	0	0	0	0	0	0	0	0
1830 - 1845	0	0	10	0	0	0	0	10	2	0	31	2	0	0	1	36	0	0	0	0	0	0	0	0
1845 - 1900	0	0	8	2	0	0	0	10	1	0	40	2	0	0	1	44	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**34**	**6**	**1**	**0**	**0**	**41**	**7**	**1**	**136**	**9**	**1**	**0**	**3**	**157**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**
Session Total	**0**	**3**	**157**	**30**	**4**	**0**	**0**	**194**	**15**	**3**	**394**	**54**	**12**	**0**	**9**	**487**	**0**	**0**	**32**	**4**	**0**	**0**	**0**	**36**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (8) Pagham Road / Lower Bognor Road

Approach: Pagham Road (North)

	Left to Lower Bognor Road								S/B to Pagham Road (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	25	5	0	0	0	30	0	0	17	4	1	0	1	23
0715 - 0730	0	0	21	5	0	0	0	26	0	0	16	3	1	0	1	21
0730 - 0745	0	1	47	8	1	1	0	58	0	0	27	11	2	0	1	41
0745 - 0800	0	0	50	8	0	0	0	58	0	0	29	9	2	1	0	41
Hourly Total	**0**	**1**	**143**	**26**	**1**	**1**	**0**	**172**	**0**	**0**	**89**	**27**	**6**	**1**	**3**	**126**
0800 - 0815	0	0	40	1	0	0	0	41	0	0	32	7	0	0	1	40
0815 - 0830	0	0	45	7	1	1	0	54	0	1	29	8	1	1	1	41
0830 - 0845	0	0	37	5	1	1	0	44	0	0	36	5	3	0	1	45
0845 - 0900	0	0	45	5	0	0	0	50	0	0	32	7	0	0	1	40
Hourly Total	**0**	**0**	**167**	**18**	**2**	**2**	**0**	**189**	**0**	**1**	**129**	**27**	**4**	**1**	**4**	**166**
0900 - 0915	0	0	39	8	2	0	0	49	0	0	28	10	5	0	0	43
0915 - 0930	0	0	56	21	3	0	0	80	0	0	32	4	4	0	1	41
0930 - 0945	0	0	29	14	4	0	0	47	0	0	32	7	3	1	1	44
0945 - 1000	1	0	27	15	3	1	0	47	0	0	26	4	2	0	0	32
Hourly Total	**1**	**0**	**151**	**58**	**12**	**1**	**0**	**223**	**0**	**0**	**118**	**25**	**14**	**1**	**2**	**160**
Session Total	**1**	**1**	**461**	**102**	**15**	**4**	**0**	**584**	**0**	**1**	**336**	**79**	**24**	**3**	**9**	**452**
1600 - 1615	0	1	95	23	1	0	0	120	1	3	108	14	2	0	0	128
1615 - 1630	0	2	100	34	1	0	0	137	1	0	104	20	0	0	1	126
1630 - 1645	1	1	106	34	1	0	0	143	1	1	111	20	2	1	1	137
1645 - 1700	0	1	137	15	0	0	0	153	1	3	134	18	2	1	0	159
Hourly Total	**1**	**5**	**438**	**106**	**3**	**0**	**0**	**553**	**4**	**7**	**457**	**72**	**6**	**2**	**2**	**550**
1700 - 1715	0	0	143	20	1	0	0	164	1	0	130	10	2	1	1	145
1715 - 1730	1	0	93	9	2	0	0	105	1	1	122	7	3	0	2	136
1730 - 1745	1	0	103	18	1	0	1	124	1	0	128	13	0	2	1	145
1745 - 1800	1	1	79	18	0	0	0	99	0	1	116	8	1	0	1	127
Hourly Total	**3**	**1**	**418**	**65**	**4**	**0**	**1**	**492**	**3**	**2**	**496**	**38**	**6**	**3**	**5**	**553**
1800 - 1815	0	0	77	5	4	0	0	86	0	2	94	8	2	0	0	106
1815 - 1830	0	0	40	5	1	0	0	46	1	2	85	8	2	0	1	99
1830 - 1845	1	0	29	4	0	0	0	34	0	0	84	7	2	3	1	97
1845 - 1900	0	1	40	5	2	0	0	48	0	0	86	10	0	0	0	96
Hourly Total	**1**	**1**	**186**	**19**	**7**	**0**	**0**	**214**	**1**	**4**	**349**	**33**	**6**	**3**	**2**	**398**
Session Total	**5**	**7**	**1042**	**190**	**14**	**0**	**1**	**1259**	**8**	**13**	**1302**	**143**	**18**	**8**	**9**	**1501**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (8) Pagham Road / Lower Bognor Road

Approach: Lower Bognor Road

	Left to Pagham Road (South)								Right to Pagham Road (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	49	2	0	1	0	52
0715 - 0730	0	0	0	0	0	0	0	0	0	1	76	5	0	1	0	83
0730 - 0745	0	0	0	1	0	0	0	1	0	0	107	5	1	0	0	113
0745 - 0800	0	0	0	0	0	0	0	0	0	0	87	2	1	0	0	90
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**319**	**14**	**2**	**2**	**0**	**338**
0800 - 0815	0	0	1	0	0	0	0	1	0	0	87	3	0	1	0	91
0815 - 0830	0	0	0	0	0	0	0	0	0	0	98	8	0	0	0	106
0830 - 0845	0	0	0	0	0	0	0	0	1	0	96	5	0	1	0	103
0845 - 0900	0	0	0	0	0	0	0	0	0	0	53	2	0	0	0	55
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**334**	**18**	**0**	**2**	**0**	**355**
0900 - 0915	0	0	0	0	0	0	0	0	2	0	47	9	1	0	0	59
0915 - 0930	0	0	0	0	0	0	0	0	0	1	29	15	4	1	1	51
0930 - 0945	0	0	0	0	1	0	0	1	0	0	43	7	5	0	0	55
0945 - 1000	0	0	0	0	0	0	0	0	1	0	41	8	3	0	0	53
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**1**	**160**	**39**	**13**	**1**	**1**	**218**
Session Total	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**4**	**2**	**813**	**71**	**15**	**5**	**1**	**911**
1600 - 1615	0	0	1	0	0	0	0	1	0	0	61	10	0	0	0	71
1615 - 1630	0	0	2	0	0	0	0	2	0	0	38	9	3	0	0	50
1630 - 1645	0	0	0	0	0	0	0	0	0	0	49	6	2	0	0	57
1645 - 1700	0	0	0	0	0	0	0	0	0	0	54	4	1	0	0	59
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**202**	**29**	**6**	**0**	**0**	**237**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	52	16	0	0	0	68
1715 - 1730	0	0	0	0	0	0	0	0	0	0	45	10	0	0	0	55
1730 - 1745	0	0	0	0	0	0	0	0	0	0	39	5	0	0	0	44
1745 - 1800	0	0	0	0	0	0	0	0	1	0	40	6	1	0	0	48
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**176**	**37**	**1**	**0**	**0**	**215**
1800 - 1815	0	0	1	0	0	0	0	1	3	0	31	0	0	0	0	34
1815 - 1830	0	0	0	0	0	0	0	0	0	0	28	2	1	0	0	31
1830 - 1845	0	0	0	0	0	0	0	0	0	0	30	1	0	0	0	31
1845 - 1900	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	25
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**110**	**7**	**1**	**0**	**0**	**121**
Session Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**488**	**73**	**8**	**0**	**0**	**573**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (8) Pagham Road / Lower Bognor Road

Approach: Pagham Road (South)

	N/B to Pagham Road (North)								Right to Lower Bognor Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	80	18	2	0	1	101	0	0	0	0	0	0	0	0
0715 - 0730	2	0	115	25	2	0	1	145	0	0	1	0	0	0	0	1
0730 - 0745	2	2	150	22	2	0	1	179	0	0	0	0	0	0	0	0
0745 - 0800	1	1	155	25	4	1	0	187	0	0	0	0	0	0	0	0
Hourly Total	**5**	**3**	**500**	**90**	**10**	**1**	**3**	**612**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
0800 - 0815	0	1	167	20	1	0	1	190	0	0	0	0	0	0	0	0
0815 - 0830	1	0	142	18	3	0	1	165	0	0	1	0	0	0	0	1
0830 - 0845	0	0	93	11	2	1	0	107	0	0	0	0	0	0	0	0
0845 - 0900	1	0	70	3	2	0	1	77	0	0	0	0	0	0	0	0
Hourly Total	**2**	**1**	**472**	**52**	**8**	**1**	**3**	**539**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
0900 - 0915	0	0	68	9	3	1	1	82	0	0	0	0	0	0	0	0
0915 - 0930	0	0	71	5	1	0	1	78	0	0	0	0	0	0	0	0
0930 - 0945	0	0	67	8	1	0	1	77	0	0	2	1	0	0	0	3
0945 - 1000	0	1	81	7	1	0	1	91	0	0	1	1	0	0	0	2
Hourly Total	**0**	**1**	**287**	**29**	**6**	**1**	**4**	**328**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**
Session Total	**7**	**5**	**1259**	**171**	**24**	**3**	**10**	**1479**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**
1600 - 1615	0	0	54	10	3	0	2	69	0	0	1	0	0	0	0	1
1615 - 1630	0	0	47	9	1	0	1	58	0	0	1	0	0	0	0	1
1630 - 1645	0	0	37	8	2	0	0	47	0	0	2	0	0	0	0	2
1645 - 1700	0	0	49	7	2	0	1	59	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**187**	**34**	**8**	**0**	**4**	**233**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
1700 - 1715	0	1	58	12	1	0	1	73	0	0	1	0	0	0	0	1
1715 - 1730	1	0	49	6	1	1	1	59	0	0	1	0	0	0	0	1
1730 - 1745	0	2	39	5	2	0	0	48	0	0	1	0	0	0	0	1
1745 - 1800	2	0	50	9	0	0	1	62	0	0	1	0	0	0	0	1
Hourly Total	**3**	**3**	**196**	**32**	**4**	**1**	**3**	**242**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
1800 - 1815	0	0	41	3	0	1	1	46	0	0	2	0	0	0	0	2
1815 - 1830	1	1	48	4	1	0	0	55	0	0	1	0	0	0	0	1
1830 - 1845	0	0	53	5	2	0	1	61	0	0	0	0	0	1	0	1
1845 - 1900	0	0	43	2	2	0	0	47	0	0	0	0	0	0	0	0
Hourly Total	**1**	**1**	**185**	**14**	**5**	**1**	**2**	**209**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**4**
Session Total	**4**	**4**	**568**	**80**	**17**	**2**	**9**	**684**	**0**	**0**	**12**	**0**	**0**	**1**	**0**	**13**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (9) Vinnetrow Road / B2166 / Mill Lane

Approach: Vinnetrow Road

	Left to B2166 (East)								S/B to Mill Lane								Right to B2166 (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	12	2	0	1	0	16	0	0	1	0	0	0	0	1	0	0	5	5	0	0	0	10
0715 - 0730	1	0	11	3	2	0	0	17	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10
0730 - 0745	1	0	20	3	3	0	0	27	0	0	1	1	0	0	0	2	0	0	12	2	0	0	0	14
0745 - 0800	1	1	38	2	0	0	0	42	0	0	0	0	0	0	0	0	1	0	11	5	1	2	0	20
Hourly Total	**3**	**2**	**81**	**10**	**5**	**1**	**0**	**102**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**1**	**0**	**37**	**13**	**1**	**2**	**0**	**54**
0800 - 0815	0	0	35	4	0	0	0	39	0	0	1	0	0	0	0	1	0	0	30	7	2	0	0	39
0815 - 0830	0	0	45	1	1	0	0	47	0	0	2	0	0	0	0	2	1	0	46	5	1	1	0	54
0830 - 0845	0	0	32	2	3	1	0	38	0	0	1	2	0	0	0	3	0	0	27	4	2	0	0	33
0845 - 0900	1	0	21	4	1	0	0	27	0	0	1	0	1	0	0	2	0	0	8	4	1	0	0	13
Hourly Total	**1**	**0**	**133**	**11**	**5**	**1**	**0**	**151**	**0**	**0**	**5**	**2**	**1**	**0**	**0**	**8**	**1**	**0**	**111**	**20**	**6**	**1**	**0**	**139**
0900 - 0915	0	0	23	6	1	1	0	31	0	0	1	2	0	0	0	3	0	0	8	7	1	0	0	16
0915 - 0930	0	0	14	6	0	2	0	22	0	0	3	0	0	0	0	3	0	0	17	2	2	1	0	22
0930 - 0945	0	0	23	5	0	0	0	28	0	0	1	0	0	0	0	1	0	0	13	1	1	0	0	15
0945 - 1000	0	0	21	2	1	1	0	25	0	0	2	0	0	0	0	2	0	0	12	5	0	3	0	20
Hourly Total	**0**	**0**	**81**	**19**	**2**	**4**	**0**	**106**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**9**	**0**	**0**	**50**	**15**	**4**	**4**	**0**	**73**
Session Total	**4**	**2**	**295**	**40**	**12**	**6**	**0**	**359**	**0**	**0**	**15**	**5**	**1**	**0**	**0**	**21**	**2**	**0**	**198**	**48**	**11**	**7**	**0**	**266**
1600 - 1615	0	1	55	8	2	0	0	66	3	0	6	1	0	0	0	10	0	0	23	1	0	0	0	24
1615 - 1630	1	0	58	2	1	0	0	62	0	0	5	0	0	0	0	5	0	0	27	4	0	0	0	31
1630 - 1645	0	0	62	5	0	0	0	67	0	0	2	0	0	0	0	2	0	1	28	11	1	0	0	41
1645 - 1700	1	1	48	6	2	0	0	58	0	0	1	0	0	0	0	1	2	0	21	7	0	0	0	30
Hourly Total	**2**	**2**	**223**	**21**	**5**	**0**	**0**	**253**	**3**	**0**	**14**	**1**	**0**	**0**	**0**	**18**	**2**	**1**	**99**	**23**	**1**	**0**	**0**	**126**
1700 - 1715	0	0	74	8	1	0	0	83	0	0	3	1	0	0	0	4	0	1	31	14	0	0	0	46
1715 - 1730	0	0	47	6	2	0	0	55	0	0	2	2	0	0	0	4	0	0	28	4	0	0	0	32
1730 - 1745	1	0	62	6	1	2	1	73	0	0	6	0	0	0	0	6	0	0	20	0	0	0	0	20
1745 - 1800	1	0	65	7	1	0	0	74	0	0	6	2	0	0	0	8	0	0	27	0	0	0	0	27
Hourly Total	**2**	**0**	**248**	**27**	**5**	**2**	**1**	**285**	**0**	**0**	**17**	**5**	**0**	**0**	**0**	**22**	**0**	**1**	**106**	**18**	**0**	**0**	**0**	**125**
1800 - 1815	0	0	64	4	1	0	0	69	0	0	5	0	0	0	0	5	0	0	23	3	0	0	0	26
1815 - 1830	1	1	53	1	1	1	0	58	0	0	6	0	0	0	0	6	0	1	15	1	0	0	0	17
1830 - 1845	0	0	39	3	0	1	0	43	0	0	4	0	0	0	0	4	0	0	13	1	0	1	0	15
1845 - 1900	0	0	35	1	2	1	0	39	0	0	6	0	0	0	0	6	0	0	19	1	0	0	1	21
Hourly Total	**1**	**1**	**191**	**9**	**4**	**3**	**0**	**209**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**21**	**0**	**1**	**70**	**6**	**0**	**1**	**1**	**79**
Session Total	**5**	**3**	**662**	**57**	**14**	**5**	**1**	**747**	**3**	**0**	**52**	**6**	**0**	**0**	**0**	**61**	**2**	**3**	**275**	**47**	**1**	**1**	**1**	**330**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (9) Vinnetrow Road / B2166 / Mill Lane

Approach: B2166 (East)

	Left to Mill Lane								W/B to B2166 (West)								Right to Vinnetrow Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	1	1	107	34	1	0	1	145	1	0	27	8	1	0	0	37
0715 - 0730	0	0	1	1	0	0	0	2	0	0	186	41	1	0	1	229	1	0	34	5	1	0	0	41
0730 - 0745	0	0	1	0	0	0	0	1	0	2	157	46	1	0	0	206	0	1	34	10	2	0	0	47
0745 - 0800	0	0	0	1	0	0	0	1	0	1	170	36	2	1	1	211	1	0	58	7	1	1	0	68
Hourly Total	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**1**	**4**	**620**	**157**	**5**	**1**	**3**	**791**	**3**	**1**	**153**	**30**	**5**	**1**	**0**	**193**
0800 - 0815	0	0	1	0	0	0	0	1	0	1	153	30	3	0	2	189	2	0	55	7	1	3	0	68
0815 - 0830	0	0	2	1	0	0	0	3	0	0	171	23	3	3	1	201	1	0	39	4	0	1	0	45
0830 - 0845	0	0	0	0	0	0	0	0	2	0	116	12	3	3	1	137	2	1	14	2	2	0	0	21
0845 - 0900	0	0	3	0	0	0	0	3	0	0	92	22	4	1	0	119	1	0	30	2	2	0	1	36
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**2**	**1**	**532**	**87**	**13**	**7**	**4**	**646**	**6**	**1**	**138**	**15**	**5**	**4**	**1**	**170**
0900 - 0915	0	0	1	1	0	0	0	2	0	0	103	14	3	2	1	123	0	0	44	5	0	1	0	50
0915 - 0930	0	0	0	0	0	0	0	0	0	0	86	15	3	1	1	106	0	0	23	4	1	0	0	28
0930 - 0945	0	0	1	1	0	0	0	2	0	0	88	15	2	1	0	106	0	1	26	3	2	1	0	33
0945 - 1000	0	0	0	0	0	0	0	0	0	0	82	9	4	0	1	96	0	0	32	5	0	1	0	38
Hourly Total	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**359**	**53**	**12**	**4**	**3**	**431**	**0**	**1**	**125**	**17**	**3**	**3**	**0**	**149**
Session Total	**0**	**0**	**10**	**5**	**0**	**0**	**0**	**15**	**3**	**5**	**1511**	**297**	**30**	**12**	**10**	**1868**	**9**	**3**	**416**	**62**	**13**	**8**	**1**	**512**
1600 - 1615	0	0	1	1	1	0	0	3	1	0	72	25	3	0	2	103	0	1	30	5	0	1	0	37
1615 - 1630	0	0	2	0	0	0	0	2	0	0	101	25	2	2	2	132	0	0	30	1	2	0	0	33
1630 - 1645	0	0	3	0	0	0	0	3	0	0	80	17	4	0	0	101	1	0	32	2	0	0	0	35
1645 - 1700	2	0	1	0	0	0	0	3	0	0	83	16	4	1	1	105	0	0	26	4	1	0	0	31
Hourly Total	**2**	**0**	**7**	**1**	**1**	**0**	**0**	**11**	**1**	**0**	**336**	**83**	**13**	**3**	**5**	**441**	**1**	**1**	**118**	**12**	**3**	**1**	**0**	**136**
1700 - 1715	0	0	2	0	0	0	0	2	0	0	92	9	2	0	1	104	2	0	17	1	1	0	0	21
1715 - 1730	0	0	1	0	0	0	0	1	0	1	100	23	3	0	1	128	0	1	26	4	1	0	0	32
1730 - 1745	0	0	1	1	0	0	0	2	0	1	68	19	1	1	1	91	1	0	21	4	1	0	0	27
1745 - 1800	0	0	0	0	0	0	0	0	1	1	69	11	2	0	0	84	0	1	27	1	1	1	0	31
Hourly Total	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**1**	**3**	**329**	**62**	**8**	**1**	**3**	**407**	**3**	**2**	**91**	**10**	**4**	**1**	**0**	**111**
1800 - 1815	0	0	0	0	0	0	0	0	2	0	90	6	1	0	1	100	0	0	21	5	1	1	0	28
1815 - 1830	0	0	0	0	0	0	0	0	2	0	75	7	0	2	1	87	0	0	12	1	0	0	0	13
1830 - 1845	1	0	0	0	0	0	0	1	0	1	58	4	0	1	0	64	0	0	26	3	1	0	0	30
1845 - 1900	0	0	1	0	0	0	0	1	0	0	59	5	0	1	1	66	1	0	28	2	0	0	0	31
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**4**	**1**	**282**	**22**	**1**	**4**	**3**	**317**	**1**	**0**	**87**	**11**	**2**	**1**	**0**	**102**
Session Total	**3**	**0**	**12**	**2**	**1**	**0**	**0**	**18**	**6**	**4**	**947**	**167**	**22**	**8**	**11**	**1165**	**5**	**3**	**296**	**33**	**9**	**3**	**0**	**349**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (9) Vinnetrow Road / B2166 / Mill Lane

Approach: Mill Lane

	Left to B2166 (West)								N/B to Vinnetrow Road								Right to B2166 (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	3	0	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2
0715 - 0730	0	0	2	1	0	0	0	3	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	2
0730 - 0745	0	0	3	4	0	0	0	7	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
0745 - 0800	0	0	3	0	0	0	0	3	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2
Hourly Total	**0**	**1**	**11**	**5**	**0**	**0**	**0**	**17**	**0**	**0**	**9**	**3**	**0**	**0**	**0**	**12**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**7**
0800 - 0815	0	0	9	2	0	0	0	11	2	0	2	0	0	0	0	4	0	0	5	0	0	0	0	5
0815 - 0830	0	0	12	1	0	0	0	13	0	0	3	1	0	0	0	4	0	0	2	0	0	0	0	2
0830 - 0845	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0845 - 0900	1	0	2	0	0	0	0	3	0	0	2	1	0	0	0	3	0	0	3	0	0	0	0	3
Hourly Total	**1**	**0**	**25**	**5**	**0**	**0**	**0**	**31**	**2**	**0**	**8**	**2**	**0**	**0**	**0**	**12**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**
0900 - 0915	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2	0	0	2	1	0	0	0	3
0915 - 0930	0	0	4	0	0	0	0	4	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1
0930 - 0945	0	0	8	0	0	0	0	8	1	0	1	2	0	0	0	4	0	0	1	0	0	0	0	1
0945 - 1000	0	0	1	0	0	0	0	1	0	0	4	0	1	0	0	5	0	0	1	2	0	0	0	3
Hourly Total	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**17**	**1**	**0**	**8**	**4**	**1**	**0**	**0**	**14**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**8**
Session Total	**1**	**1**	**53**	**10**	**0**	**0**	**0**	**65**	**3**	**0**	**25**	**9**	**1**	**0**	**0**	**38**	**0**	**0**	**21**	**6**	**0**	**0**	**0**	**27**
1600 - 1615	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2	1	0	3	2	0	0	0	6
1615 - 1630	0	0	3	0	0	0	0	3	0	0	3	2	0	0	0	5	0	0	1	0	0	0	0	1
1630 - 1645	0	0	3	2	0	0	0	5	0	0	1	0	0	0	0	1	0	0	4	1	1	0	0	6
1645 - 1700	0	0	6	1	1	0	0	8	0	0	2	0	0	0	0	2	0	0	5	1	0	0	0	6
Hourly Total	**0**	**0**	**17**	**4**	**1**	**0**	**0**	**22**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**	**1**	**0**	**13**	**4**	**1**	**0**	**0**	**19**
1700 - 1715	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
1715 - 1730	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
1730 - 1745	1	0	3	2	0	0	0	6	0	0	1	0	0	0	0	1	0	0	6	1	0	0	0	7
1745 - 1800	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**10**	**2**	**0**	**0**	**0**	**13**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**9**	**1**	**0**	**0**	**0**	**11**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	1	1	0	0	0	2
1815 - 1830	0	0	4	0	0	0	0	4	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2
1830 - 1845	1	0	4	0	0	0	0	5	0	0	3	1	0	0	0	4	0	1	1	0	0	0	0	2
1845 - 1900	0	0	2	0	0	0	0	2	2	0	2	0	0	0	0	4	0	0	2	0	0	0	0	2
Hourly Total	**1**	**0**	**10**	**0**	**0**	**0**	**0**	**11**	**2**	**0**	**16**	**2**	**0**	**0**	**0**	**20**	**0**	**1**	**6**	**1**	**0**	**0**	**0**	**8**
Session Total	**2**	**0**	**37**	**6**	**1**	**0**	**0**	**46**	**2**	**0**	**28**	**4**	**0**	**0**	**0**	**34**	**2**	**1**	**28**	**6**	**1**	**0**	**0**	**39**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (9) Vinnetrow Road / B2166 / Mill Lane

Approach: B2166 (West)

	Left to Vinnetrow Road								E/B to B2166 (East)								Right to Mill Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	8	3	0	0	0	12	1	0	32	17	0	0	1	51	0	0	1	0	0	0	0	1
0715 - 0730	0	0	9	6	0	0	0	15	0	0	55	15	1	3	1	75	0	0	1	0	0	0	0	1
0730 - 0745	0	0	18	2	2	0	0	22	0	0	77	19	8	0	1	105	0	0	3	0	0	0	0	3
0745 - 0800	0	1	25	5	0	0	0	31	0	0	85	17	0	1	0	103	0	0	2	1	0	0	0	3
Hourly Total	**1**	**1**	**60**	**16**	**2**	**0**	**0**	**80**	**1**	**0**	**249**	**68**	**9**	**4**	**3**	**334**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
0800 - 0815	0	0	43	5	0	0	0	48	1	0	72	16	3	2	1	95	0	0	1	1	0	0	0	2
0815 - 0830	0	0	31	5	0	0	0	36	0	0	70	22	3	1	0	96	0	0	3	1	0	0	0	4
0830 - 0845	0	0	11	3	0	0	0	14	0	0	72	12	2	1	1	88	0	0	0	0	0	0	0	0
0845 - 0900	1	0	9	2	1	0	0	13	1	0	69	20	3	1	2	96	0	0	1	1	0	0	0	2
Hourly Total	**1**	**0**	**94**	**15**	**1**	**0**	**0**	**111**	**2**	**0**	**283**	**70**	**11**	**5**	**4**	**375**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**8**
0900 - 0915	0	0	6	1	1	0	0	8	0	2	75	17	7	1	1	103	0	0	3	0	0	0	0	3
0915 - 0930	0	0	7	0	1	1	0	9	0	0	62	27	4	2	0	95	0	0	4	0	0	0	0	4
0930 - 0945	0	0	5	2	2	0	0	9	0	0	80	19	4	2	1	106	0	0	0	1	0	0	0	1
0945 - 1000	0	0	11	4	0	0	0	15	1	0	61	22	10	0	1	95	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**29**	**7**	**4**	**1**	**0**	**41**	**1**	**2**	**278**	**85**	**25**	**5**	**3**	**399**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**
Session Total	**2**	**1**	**183**	**38**	**7**	**1**	**0**	**232**	**4**	**2**	**810**	**223**	**45**	**14**	**10**	**1108**	**0**	**0**	**21**	**5**	**0**	**0**	**0**	**26**
1600 - 1615	0	0	20	3	1	1	0	25	1	0	116	28	5	1	1	152	0	0	4	0	0	0	0	4
1615 - 1630	0	0	12	7	2	0	0	21	0	4	148	35	1	0	0	188	0	0	1	2	0	0	0	3
1630 - 1645	0	0	13	11	0	0	0	24	2	1	140	44	0	0	1	188	0	0	3	1	0	0	0	4
1645 - 1700	0	0	14	2	0	1	0	17	0	1	147	38	2	1	1	190	0	0	1	1	0	0	0	2
Hourly Total	**0**	**0**	**59**	**23**	**3**	**2**	**0**	**87**	**3**	**6**	**551**	**145**	**8**	**2**	**3**	**718**	**0**	**0**	**9**	**4**	**0**	**0**	**0**	**13**
1700 - 1715	0	1	12	2	0	1	0	16	0	5	158	24	1	0	1	189	0	0	1	0	0	0	0	1
1715 - 1730	1	0	11	3	2	0	0	17	1	1	186	24	0	2	0	214	0	1	4	1	0	0	0	6
1730 - 1745	2	0	14	1	0	1	0	18	0	1	150	24	3	1	2	181	0	0	5	0	0	0	0	5
1745 - 1800	0	0	11	0	1	0	0	12	1	1	140	21	0	1	1	165	0	0	1	1	0	0	0	2
Hourly Total	**3**	**1**	**48**	**6**	**3**	**2**	**0**	**63**	**2**	**8**	**634**	**93**	**4**	**4**	**4**	**749**	**0**	**1**	**11**	**2**	**0**	**0**	**0**	**14**
1800 - 1815	0	0	3	2	0	0	0	5	0	0	129	14	1	0	1	145	0	0	1	0	0	0	0	1
1815 - 1830	0	0	11	2	2	0	0	15	0	3	113	18	0	0	1	135	0	0	3	1	0	0	0	4
1830 - 1845	0	0	8	3	1	0	0	12	0	0	74	7	1	0	0	82	0	0	2	0	0	0	0	2
1845 - 1900	0	0	7	0	0	0	0	7	1	1	72	11	1	0	1	87	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**29**	**7**	**3**	**0**	**0**	**39**	**1**	**4**	**388**	**50**	**3**	**0**	**3**	**449**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
Session Total	**3**	**1**	**136**	**36**	**9**	**4**	**0**	**189**	**6**	**18**	**1573**	**288**	**15**	**6**	**10**	**1916**	**0**	**1**	**27**	**7**	**0**	**0**	**0**	**35**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (10) B2145 / B2166

Approach: B2145 (North)

	S/B to B2166								Right to B2145 (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	16	4	0	0	1	21	0	0	29	9	5	0	0	43
0715 - 0730	0	1	30	9	1	4	1	46	0	2	28	10	6	2	1	49
0730 - 0745	0	0	36	13	3	0	1	53	0	1	35	17	3	4	2	62
0745 - 0800	0	0	51	10	0	1	0	62	0	0	43	16	4	2	1	66
Hourly Total	**0**	**1**	**133**	**36**	**4**	**5**	**3**	**182**	**0**	**3**	**135**	**52**	**18**	**8**	**4**	**220**
0800 - 0815	0	0	46	9	2	1	1	59	0	2	44	14	4	2	1	67
0815 - 0830	0	0	38	14	2	2	1	57	0	0	55	12	5	1	0	73
0830 - 0845	0	0	48	11	2	1	0	62	0	0	45	11	4	1	1	62
0845 - 0900	0	0	38	13	2	1	1	55	0	0	50	14	2	1	1	68
Hourly Total	**0**	**0**	**170**	**47**	**8**	**5**	**3**	**233**	**0**	**2**	**194**	**51**	**15**	**5**	**3**	**270**
0900 - 0915	0	0	36	9	4	2	1	52	0	0	37	11	9	0	1	58
0915 - 0930	0	0	38	17	2	2	1	60	1	0	36	17	9	0	1	64
0930 - 0945	0	0	38	15	3	2	0	58	0	0	39	19	3	1	1	63
0945 - 1000	0	0	52	19	9	2	1	83	0	1	50	15	3	1	1	71
Hourly Total	**0**	**0**	**164**	**60**	**18**	**8**	**3**	**253**	**1**	**1**	**162**	**62**	**24**	**2**	**4**	**256**
Session Total	**0**	**1**	**467**	**143**	**30**	**18**	**9**	**668**	**1**	**6**	**491**	**165**	**57**	**15**	**11**	**746**
1600 - 1615	0	0	81	13	0	2	1	97	0	0	73	13	0	0	1	87
1615 - 1630	0	4	72	14	0	0	0	90	0	2	99	19	2	0	1	123
1630 - 1645	1	1	101	16	1	0	1	121	1	1	89	21	4	0	1	117
1645 - 1700	0	1	105	18	1	1	1	127	0	1	79	20	0	0	1	101
Hourly Total	**1**	**6**	**359**	**61**	**2**	**3**	**3**	**435**	**1**	**4**	**340**	**73**	**6**	**0**	**4**	**428**
1700 - 1715	0	4	110	10	1	1	1	127	0	5	95	21	1	1	2	125
1715 - 1730	0	1	116	9	0	2	0	128	3	1	116	13	0	0	1	134
1730 - 1745	0	0	102	12	4	2	1	121	1	0	97	14	1	0	1	114
1745 - 1800	1	1	77	10	0	1	1	91	1	0	62	14	0	0	0	77
Hourly Total	**1**	**6**	**405**	**41**	**5**	**6**	**3**	**467**	**5**	**6**	**370**	**62**	**2**	**1**	**4**	**450**
1800 - 1815	0	0	89	11	0	0	1	101	0	2	57	16	3	0	2	80
1815 - 1830	1	2	77	9	0	0	1	90	0	2	66	11	3	0	1	83
1830 - 1845	0	0	51	7	3	0	0	61	0	0	74	8	0	0	1	83
1845 - 1900	1	0	63	6	0	0	1	71	1	0	84	13	1	0	1	100
Hourly Total	**2**	**2**	**280**	**33**	**3**	**0**	**3**	**323**	**1**	**4**	**281**	**48**	**7**	**0**	**5**	**346**
Session Total	**4**	**14**	**1044**	**135**	**10**	**9**	**9**	**1225**	**7**	**14**	**991**	**183**	**15**	**1**	**13**	**1224**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (10) B2145 / B2166

Approach: B2166

	Left to B2145 (West)								N/B to B2145 (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	31	14	1	0	0	47	0	1	82	23	2	1	1	110
0715 - 0730	0	0	58	14	1	0	0	73	0	0	128	26	2	0	1	157
0730 - 0745	0	3	47	24	1	0	0	75	0	1	137	27	0	0	0	165
0745 - 0800	0	0	58	20	0	1	0	79	1	0	134	21	3	2	1	162
Hourly Total	**0**	**4**	**194**	**72**	**3**	**1**	**0**	**274**	**1**	**2**	**481**	**97**	**7**	**3**	**3**	**594**
0800 - 0815	1	0	54	14	1	0	0	70	1	0	128	28	2	0	2	161
0815 - 0830	0	0	72	17	2	1	0	92	0	0	147	18	4	2	1	172
0830 - 0845	1	0	70	12	3	0	0	86	0	0	112	12	1	4	0	129
0845 - 0900	0	0	56	15	2	0	0	73	1	0	82	13	3	1	1	101
Hourly Total	**2**	**0**	**252**	**58**	**8**	**1**	**0**	**321**	**2**	**0**	**469**	**71**	**10**	**7**	**4**	**563**
0900 - 0915	0	0	37	11	2	0	0	50	0	0	99	11	3	2	1	116
0915 - 0930	0	0	35	10	2	1	0	48	0	0	82	12	3	1	0	98
0930 - 0945	0	1	27	12	2	0	0	42	0	0	75	7	2	1	1	86
0945 - 1000	0	0	31	8	2	1	0	42	0	1	57	1	1	1	1	62
Hourly Total	**0**	**1**	**130**	**41**	**8**	**2**	**0**	**182**	**0**	**1**	**313**	**31**	**9**	**5**	**3**	**362**
Session Total	**2**	**5**	**576**	**171**	**19**	**4**	**0**	**777**	**3**	**3**	**1263**	**199**	**26**	**15**	**10**	**1519**
1600 - 1615	1	0	60	16	1	0	0	78	0	1	51	13	3	1	2	71
1615 - 1630	0	0	57	20	2	0	0	79	1	0	55	9	1	1	1	68
1630 - 1645	1	0	69	18	4	0	0	92	0	0	58	12	1	1	1	73
1645 - 1700	2	0	59	17	2	0	0	80	0	0	42	12	1	1	1	57
Hourly Total	**4**	**0**	**245**	**71**	**9**	**0**	**0**	**329**	**1**	**1**	**206**	**46**	**6**	**4**	**5**	**269**
1700 - 1715	0	0	85	13	1	0	0	99	0	0	60	5	4	0	1	70
1715 - 1730	0	1	69	17	2	0	0	89	0	0	61	10	0	0	1	72
1730 - 1745	0	1	44	17	0	0	0	62	0	0	43	5	0	1	0	49
1745 - 1800	0	0	54	10	0	0	0	64	2	0	42	8	2	0	1	55
Hourly Total	**0**	**2**	**252**	**57**	**3**	**0**	**0**	**314**	**2**	**0**	**206**	**28**	**6**	**1**	**3**	**246**
1800 - 1815	1	0	55	3	1	0	0	60	0	1	59	4	0	0	1	65
1815 - 1830	0	0	48	9	0	0	0	57	0	0	50	1	0	2	0	53
1830 - 1845	0	0	36	4	1	0	0	41	0	1	39	0	0	1	1	42
1845 - 1900	2	0	29	5	0	0	0	36	0	0	40	4	0	2	2	48
Hourly Total	**3**	**0**	**168**	**21**	**2**	**0**	**0**	**194**	**0**	**2**	**188**	**9**	**0**	**5**	**4**	**208**
Session Total	**7**	**2**	**665**	**149**	**14**	**0**	**0**	**837**	**3**	**3**	**600**	**83**	**12**	**10**	**12**	**723**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (10) B2145 / B2166

Approach: B2145 (West)

	Left to B2145 (North)								Right to B2166							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	2	57	22	0	1	1	83	0	1	21	20	0	0	0	42
0715 - 0730	0	3	68	15	4	0	3	93	0	0	43	15	2	0	0	60
0730 - 0745	1	1	87	12	2	0	1	104	0	0	60	9	5	0	0	74
0745 - 0800	1	0	80	11	5	0	1	98	0	0	69	11	0	0	0	80
Hourly Total	**2**	**6**	**292**	**60**	**11**	**1**	**6**	**378**	**0**	**1**	**193**	**55**	**7**	**0**	**0**	**256**
0800 - 0815	0	0	95	12	6	1	1	115	0	0	75	12	4	0	0	91
0815 - 0830	0	1	70	13	2	0	2	88	0	0	69	15	1	0	0	85
0830 - 0845	0	1	76	14	3	1	1	96	1	0	64	9	1	0	0	75
0845 - 0900	1	0	49	11	0	3	1	65	0	1	55	11	2	0	1	70
Hourly Total	**1**	**2**	**290**	**50**	**11**	**5**	**5**	**364**	**1**	**1**	**263**	**47**	**8**	**0**	**1**	**321**
0900 - 0915	0	1	74	10	1	1	1	88	0	1	31	8	2	0	0	42
0915 - 0930	0	0	64	17	4	0	1	86	0	0	46	11	3	0	0	60
0930 - 0945	0	1	63	15	2	0	1	82	0	0	31	12	1	0	0	44
0945 - 1000	0	0	68	9	3	0	1	81	1	0	29	11	2	0	0	43
Hourly Total	**0**	**2**	**269**	**51**	**10**	**1**	**4**	**337**	**1**	**1**	**137**	**42**	**8**	**0**	**0**	**189**
Session Total	**3**	**10**	**851**	**161**	**32**	**7**	**15**	**1079**	**2**	**3**	**593**	**144**	**23**	**0**	**1**	**766**
1600 - 1615	0	0	40	9	5	0	2	56	0	0	60	16	6	0	0	82
1615 - 1630	1	1	39	15	2	1	1	60	0	0	76	29	1	0	0	106
1630 - 1645	0	1	45	11	2	0	1	60	1	1	70	34	1	0	0	107
1645 - 1700	0	0	48	11	0	0	2	61	0	0	62	27	0	1	0	90
Hourly Total	**1**	**2**	**172**	**46**	**9**	**1**	**6**	**237**	**1**	**1**	**268**	**106**	**8**	**1**	**0**	**385**
1700 - 1715	0	1	49	5	2	0	2	59	1	1	69	12	1	0	0	84
1715 - 1730	0	1	62	10	6	1	1	81	1	0	90	11	2	0	0	104
1730 - 1745	1	0	60	11	3	0	1	76	2	1	66	14	0	0	1	84
1745 - 1800	0	1	50	9	1	0	1	62	1	0	66	10	1	0	0	78
Hourly Total	**1**	**3**	**221**	**35**	**12**	**1**	**5**	**278**	**5**	**2**	**291**	**47**	**4**	**0**	**1**	**350**
1800 - 1815	1	0	62	7	0	0	1	71	0	0	59	5	1	1	0	66
1815 - 1830	0	1	47	5	2	0	0	55	0	1	46	8	1	0	0	56
1830 - 1845	0	0	52	7	1	2	1	63	0	0	35	3	1	0	0	39
1845 - 1900	0	1	75	8	1	0	2	87	0	1	29	7	0	0	0	37
Hourly Total	**1**	**2**	**236**	**27**	**4**	**2**	**4**	**276**	**0**	**2**	**169**	**23**	**3**	**1**	**0**	**198**
Session Total	**3**	**7**	**629**	**108**	**25**	**4**	**15**	**791**	**6**	**5**	**728**	**176**	**15**	**2**	**1**	**933**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (11) B2145 / Chichester Bypass

Approach: B2145 (North)

	Left to Chichester Bypass (East)								S/B to B2145 (South)								Right to Chichester Bypass (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	4	1	0	0	0	6	0	0	5	5	2	0	2	14	0	0	9	0	1	0	0	10
0715 - 0730	0	0	1	2	0	0	0	3	0	0	5	8	1	0	1	15	0	0	12	1	2	1	0	16
0730 - 0745	0	0	5	2	0	2	0	9	0	0	23	4	2	0	2	31	0	0	10	5	2	0	0	17
0745 - 0800	0	0	4	1	1	0	0	6	0	0	18	4	0	0	1	23	0	1	12	7	4	2	0	26
Hourly Total	**0**	**1**	**14**	**6**	**1**	**2**	**0**	**24**	**0**	**0**	**51**	**21**	**5**	**0**	**6**	**83**	**0**	**1**	**43**	**13**	**9**	**3**	**0**	**69**
0800 - 0815	0	0	9	1	2	0	0	12	0	2	23	3	1	0	2	31	0	0	15	9	5	1	0	30
0815 - 0830	0	0	9	1	3	0	0	13	0	0	18	3	0	0	1	22	0	0	16	7	1	0	0	24
0830 - 0845	0	0	4	2	0	0	0	6	0	0	22	5	1	0	1	29	0	0	23	11	2	0	0	36
0845 - 0900	0	0	14	1	1	0	0	16	0	0	23	4	0	0	2	29	0	0	17	12	1	0	0	30
Hourly Total	**0**	**0**	**36**	**5**	**6**	**0**	**0**	**47**	**0**	**2**	**86**	**15**	**2**	**0**	**6**	**111**	**0**	**0**	**71**	**39**	**9**	**1**	**0**	**120**
0900 - 0915	0	0	14	1	0	0	0	15	0	0	16	3	1	0	2	22	0	0	24	7	4	0	0	35
0915 - 0930	0	0	3	1	0	0	0	4	0	0	15	4	1	0	2	22	1	0	26	10	4	0	0	41
0930 - 0945	0	0	0	1	0	0	0	1	0	0	11	2	0	0	1	14	0	0	24	8	1	0	0	33
0945 - 1000	0	0	5	0	0	1	0	6	0	0	21	7	2	1	2	33	0	0	34	11	1	0	0	46
Hourly Total	**0**	**0**	**22**	**3**	**0**	**1**	**0**	**26**	**0**	**0**	**63**	**16**	**4**	**1**	**7**	**91**	**1**	**0**	**108**	**36**	**10**	**0**	**0**	**155**
Session Total	**0**	**1**	**72**	**14**	**7**	**3**	**0**	**97**	**0**	**2**	**200**	**52**	**11**	**1**	**19**	**285**	**1**	**1**	**222**	**68**	**28**	**4**	**0**	**344**
1600 - 1615	0	1	17	1	0	0	0	19	0	0	52	8	0	0	2	62	0	0	27	12	2	0	0	41
1615 - 1630	0	0	17	2	0	0	0	19	1	0	58	9	0	0	1	69	0	0	20	5	0	0	0	25
1630 - 1645	0	0	16	1	1	0	0	18	1	1	65	10	0	0	2	79	0	0	26	6	0	0	0	32
1645 - 1700	0	0	17	2	0	0	0	19	0	0	52	10	0	0	2	64	0	0	18	3	2	0	0	23
Hourly Total	**0**	**1**	**67**	**6**	**1**	**0**	**0**	**75**	**2**	**1**	**227**	**37**	**0**	**0**	**7**	**274**	**0**	**0**	**91**	**26**	**4**	**0**	**0**	**121**
1700 - 1715	0	2	13	0	0	0	0	15	0	2	48	6	1	0	2	59	0	0	33	4	1	0	0	38
1715 - 1730	0	1	9	1	1	0	0	12	2	0	67	6	0	0	2	77	0	0	26	4	1	0	0	31
1730 - 1745	0	0	15	1	0	0	0	16	0	0	56	7	1	0	1	65	0	1	21	4	0	0	0	26
1745 - 1800	0	0	21	1	0	0	0	22	2	1	69	9	0	0	1	82	0	0	16	2	0	0	0	18
Hourly Total	**0**	**3**	**58**	**3**	**1**	**0**	**0**	**65**	**4**	**3**	**240**	**28**	**2**	**0**	**6**	**283**	**0**	**1**	**96**	**14**	**2**	**0**	**0**	**113**
1800 - 1815	0	0	23	0	1	0	0	24	1	1	39	9	1	0	1	52	0	0	21	3	0	0	0	24
1815 - 1830	0	1	21	1	0	0	0	23	0	0	33	3	0	0	2	38	0	0	19	5	2	0	0	26
1830 - 1845	0	0	18	1	0	0	0	19	1	1	33	3	1	0	1	40	0	0	14	1	1	0	0	16
1845 - 1900	0	0	13	0	0	0	0	13	1	0	31	2	0	0	2	36	0	0	20	0	0	0	0	20
Hourly Total	**0**	**1**	**75**	**2**	**1**	**0**	**0**	**79**	**3**	**2**	**136**	**17**	**2**	**0**	**6**	**166**	**0**	**0**	**74**	**9**	**3**	**0**	**0**	**86**
Session Total	**0**	**5**	**200**	**11**	**3**	**0**	**0**	**219**	**9**	**6**	**603**	**82**	**4**	**0**	**19**	**723**	**0**	**1**	**261**	**49**	**9**	**0**	**0**	**320**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (11) B2145 / Chichester Bypass

Approach: Chichester Bypass (East)

	Left to B2145 (South)								W/B to Chichester Bypass (West)								Right to B2145 (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	15	11	2	0	0	28	0	4	334	75	17	8	0	438	0	0	8	0	0	0	0	8
0715 - 0730	0	2	16	3	3	3	0	27	0	0	341	66	13	13	2	435	0	0	7	7	1	0	0	15
0730 - 0745	0	1	28	7	2	2	0	40	0	6	295	71	23	9	0	404	0	0	15	1	1	0	0	17
0745 - 0800	0	0	21	9	1	2	0	33	0	1	266	55	16	6	0	344	0	0	18	1	0	1	0	20
Hourly Total	**0**	**3**	**80**	**30**	**8**	**7**	**0**	**128**	**0**	**11**	**1236**	**267**	**69**	**36**	**2**	**1621**	**0**	**0**	**48**	**9**	**2**	**1**	**0**	**60**
0800 - 0815	0	0	28	8	3	0	0	39	0	5	232	41	22	17	1	318	0	0	18	2	2	0	0	22
0815 - 0830	0	0	33	6	3	0	0	42	0	3	265	40	17	11	0	336	0	0	24	1	0	0	0	25
0830 - 0845	0	0	26	10	3	2	0	41	0	5	245	38	32	10	1	331	0	0	20	1	0	0	1	22
0845 - 0900	0	0	27	8	2	0	0	37	0	3	235	47	34	16	0	335	0	1	15	5	1	0	0	22
Hourly Total	**0**	**0**	**114**	**32**	**11**	**2**	**0**	**159**	**0**	**16**	**977**	**166**	**105**	**54**	**2**	**1320**	**0**	**1**	**77**	**9**	**3**	**0**	**1**	**91**
0900 - 0915	0	0	23	9	8	0	0	40	0	2	217	36	20	10	2	287	0	0	10	2	0	2	0	14
0915 - 0930	0	0	22	7	3	0	0	32	0	2	238	35	22	12	0	309	0	0	16	2	0	0	0	18
0930 - 0945	0	0	27	7	1	1	0	36	0	3	202	39	23	15	3	285	0	0	16	4	0	1	0	21
0945 - 1000	0	0	19	2	3	2	0	26	0	0	199	35	18	13	3	268	0	0	23	2	0	0	0	25
Hourly Total	**0**	**0**	**91**	**25**	**15**	**3**	**0**	**134**	**0**	**7**	**856**	**145**	**83**	**50**	**8**	**1149**	**0**	**0**	**65**	**10**	**0**	**3**	**0**	**79**
Session Total	**0**	**3**	**285**	**87**	**34**	**12**	**0**	**421**	**0**	**34**	**3069**	**578**	**257**	**140**	**12**	**4090**	**0**	**1**	**190**	**28**	**5**	**4**	**1**	**229**
1600 - 1615	0	0	28	6	0	0	0	34	0	2	210	60	24	9	0	305	0	0	9	3	0	0	0	12
1615 - 1630	0	2	41	9	1	0	0	53	0	3	201	64	15	12	1	296	0	0	9	1	0	0	0	10
1630 - 1645	0	0	36	14	4	0	0	54	0	5	237	77	16	12	0	347	0	0	12	0	0	0	0	12
1645 - 1700	0	1	37	10	0	0	0	48	0	3	226	64	12	5	0	310	0	0	8	3	1	0	0	12
Hourly Total	**0**	**3**	**142**	**39**	**5**	**0**	**0**	**189**	**0**	**13**	**874**	**265**	**67**	**38**	**1**	**1258**	**0**	**0**	**38**	**7**	**1**	**0**	**0**	**46**
1700 - 1715	0	2	39	12	0	0	1	54	0	6	239	59	14	6	2	326	0	0	13	1	0	1	0	15
1715 - 1730	0	0	52	10	0	0	0	62	0	6	238	62	9	8	0	323	0	0	5	2	0	0	0	7
1730 - 1745	0	0	41	3	0	0	0	44	0	2	253	44	10	7	2	318	0	0	11	0	0	0	0	11
1745 - 1800	0	0	50	9	0	0	0	59	0	2	281	54	8	8	0	353	0	0	8	1	0	0	0	9
Hourly Total	**0**	**2**	**182**	**34**	**0**	**0**	**1**	**219**	**0**	**16**	**1011**	**219**	**41**	**29**	**4**	**1320**	**0**	**0**	**37**	**4**	**0**	**1**	**0**	**42**
1800 - 1815	0	1	40	11	3	0	0	55	0	1	234	40	8	6	0	289	0	1	17	0	0	0	0	18
1815 - 1830	0	2	35	7	2	0	0	46	0	2	245	36	4	8	1	296	0	0	26	6	0	0	0	32
1830 - 1845	0	0	38	5	0	0	0	43	0	3	287	38	5	9	0	342	0	1	22	3	0	0	0	26
1845 - 1900	0	0	43	11	0	0	0	54	0	2	195	33	8	8	3	249	0	0	10	0	0	0	0	10
Hourly Total	**0**	**3**	**156**	**34**	**5**	**0**	**0**	**198**	**0**	**8**	**961**	**147**	**25**	**31**	**4**	**1176**	**0**	**2**	**75**	**9**	**0**	**0**	**0**	**86**
Session Total	**0**	**8**	**480**	**107**	**10**	**0**	**1**	**606**	**0**	**37**	**2846**	**631**	**133**	**98**	**9**	**3754**	**0**	**2**	**150**	**20**	**1**	**1**	**0**	**174**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (11) B2145 / Chichester Bypass

Approach: B2145 (South)

	Left to Chichester Bypass (West)								N/B to B2145 (North)								Right to Chichester Bypass (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	85	17	1	1	0	104	0	1	35	8	1	0	2	47	0	1	16	13	1	1	0	32
0715 - 0730	0	0	95	21	2	0	1	119	0	2	60	11	1	0	1	75	0	2	26	8	2	0	1	39
0730 - 0745	0	0	114	19	0	0	0	133	1	1	80	15	1	0	2	100	0	1	25	6	1	0	0	33
0745 - 0800	0	0	116	14	3	2	0	135	0	0	79	19	0	0	2	100	0	0	36	7	4	1	0	48
Hourly Total	**0**	**0**	**410**	**71**	**6**	**3**	**1**	**491**	**1**	**4**	**254**	**53**	**3**	**0**	**7**	**322**	**0**	**4**	**103**	**34**	**8**	**2**	**1**	**152**
0800 - 0815	1	0	75	14	2	0	0	92	0	0	82	12	2	0	1	97	0	0	53	10	5	1	0	69
0815 - 0830	0	0	101	20	2	0	0	123	0	0	87	11	3	0	5	106	0	1	40	3	2	0	0	46
0830 - 0845	0	0	81	7	1	6	0	95	0	1	70	10	0	0	1	82	0	0	39	6	3	1	0	49
0845 - 0900	0	0	58	12	1	1	0	72	0	0	56	5	1	0	2	64	0	0	29	7	0	3	0	39
Hourly Total	**1**	**0**	**315**	**53**	**6**	**7**	**0**	**382**	**0**	**1**	**295**	**38**	**6**	**0**	**9**	**349**	**0**	**1**	**161**	**26**	**10**	**5**	**0**	**203**
0900 - 0915	0	0	80	8	1	3	0	92	0	1	44	6	0	0	2	53	0	0	40	6	2	1	0	49
0915 - 0930	0	0	68	11	3	1	0	83	0	0	62	13	2	0	1	78	0	0	22	6	2	0	0	30
0930 - 0945	0	0	55	1	1	0	0	57	0	0	69	12	0	0	2	83	0	0	11	4	2	0	0	17
0945 - 1000	0	0	46	4	0	2	0	52	0	0	63	6	4	0	2	75	0	1	11	2	3	0	0	17
Hourly Total	**0**	**0**	**249**	**24**	**5**	**6**	**0**	**284**	**0**	**1**	**238**	**37**	**6**	**0**	**7**	**289**	**0**	**1**	**84**	**18**	**9**	**1**	**0**	**113**
Session Total	**1**	**0**	**974**	**148**	**17**	**16**	**1**	**1157**	**1**	**6**	**787**	**128**	**15**	**0**	**23**	**960**	**0**	**6**	**348**	**79**	**27**	**8**	**1**	**468**
1600 - 1615	0	1	40	10	3	1	0	55	0	0	19	2	1	0	4	26	0	0	25	5	3	0	0	33
1615 - 1630	0	0	51	10	1	2	0	64	0	1	25	9	2	0	2	39	0	0	23	12	0	0	0	35
1630 - 1645	0	0	46	7	2	1	0	56	0	1	38	5	0	0	2	46	0	0	19	7	1	0	0	27
1645 - 1700	0	0	39	8	1	1	0	49	0	0	30	6	0	0	2	38	0	0	21	7	0	0	1	29
Hourly Total	**0**	**1**	**176**	**35**	**7**	**5**	**0**	**224**	**0**	**2**	**112**	**22**	**3**	**0**	**10**	**149**	**0**	**0**	**88**	**31**	**4**	**0**	**1**	**124**
1700 - 1715	0	0	50	6	4	0	0	60	0	0	25	0	1	0	2	28	0	1	30	2	1	0	0	34
1715 - 1730	0	0	54	12	0	0	0	66	0	1	41	6	0	0	2	50	0	0	32	3	5	1	1	42
1730 - 1745	0	0	28	8	2	0	0	38	0	0	42	4	1	0	1	48	0	0	29	5	1	0	0	35
1745 - 1800	0	0	41	7	3	1	0	52	0	0	36	4	0	0	2	42	0	1	27	5	0	0	0	33
Hourly Total	**0**	**0**	**173**	**33**	**9**	**1**	**0**	**216**	**0**	**1**	**144**	**14**	**2**	**0**	**7**	**168**	**0**	**2**	**118**	**15**	**7**	**1**	**1**	**144**
1800 - 1815	0	0	39	5	0	0	0	44	1	0	38	1	0	0	2	42	0	1	34	3	0	0	0	38
1815 - 1830	0	0	48	2	0	2	0	52	0	0	37	2	2	0	0	41	0	1	25	3	0	0	0	29
1830 - 1845	0	0	32	5	0	2	0	39	0	1	30	3	0	0	2	36	0	0	29	1	1	1	0	32
1845 - 1900	0	0	39	4	0	2	1	46	0	1	29	2	0	0	2	34	0	0	45	6	1	0	1	53
Hourly Total	**0**	**0**	**158**	**16**	**0**	**6**	**1**	**181**	**1**	**2**	**134**	**8**	**2**	**0**	**6**	**153**	**0**	**2**	**133**	**13**	**2**	**1**	**1**	**152**
Session Total	**0**	**1**	**507**	**84**	**16**	**12**	**1**	**621**	**1**	**5**	**390**	**44**	**7**	**0**	**23**	**470**	**0**	**4**	**339**	**59**	**13**	**2**	**3**	**420**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (11) B2145 / Chichester Bypass

Approach: Chichester Bypass (West)

	Left to B2145 (North)								E/B to Chichester Bypass (East)								Right to B2145 (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	39	14	2	0	0	56	0	2	172	74	35	17	1	301	0	0	22	7	0	0	0	29
0715 - 0730	0	1	36	13	4	0	0	54	0	3	166	92	16	22	6	305	0	1	31	15	4	3	0	54
0730 - 0745	0	0	25	18	4	0	0	47	0	3	181	85	33	20	1	323	0	0	34	10	3	0	1	48
0745 - 0800	1	1	30	12	6	0	0	50	0	3	124	67	18	13	0	225	0	0	49	12	4	0	0	65
Hourly Total	**1**	**3**	**130**	**57**	**16**	**0**	**0**	**207**	**0**	**11**	**643**	**318**	**102**	**72**	**8**	**1154**	**0**	**1**	**136**	**44**	**11**	**3**	**1**	**196**
0800 - 0815	0	0	34	9	5	0	0	48	0	0	157	54	21	12	0	244	0	0	53	8	5	2	0	68
0815 - 0830	0	0	29	8	2	0	0	39	0	3	172	58	25	17	0	275	0	0	43	11	3	2	0	59
0830 - 0845	0	0	28	9	3	0	0	40	0	2	171	55	27	13	1	269	0	0	44	10	2	1	0	57
0845 - 0900	0	0	17	12	4	0	0	33	0	0	182	49	23	14	0	268	0	0	27	11	2	2	0	42
Hourly Total	**0**	**0**	**108**	**38**	**14**	**0**	**0**	**160**	**0**	**5**	**682**	**216**	**96**	**56**	**1**	**1056**	**0**	**0**	**167**	**40**	**12**	**7**	**0**	**226**
0900 - 0915	0	0	17	10	1	0	0	28	0	4	177	61	26	17	0	285	0	0	34	18	6	2	0	60
0915 - 0930	0	0	21	10	5	0	0	36	0	0	168	47	22	8	0	245	0	0	49	19	4	2	0	74
0930 - 0945	0	0	37	12	5	0	0	54	0	1	120	36	22	8	0	187	0	0	42	19	7	3	0	71
0945 - 1000	0	0	31	7	9	1	0	48	0	2	101	25	9	11	1	149	0	0	44	18	6	2	0	70
Hourly Total	**0**	**0**	**106**	**39**	**20**	**1**	**0**	**166**	**0**	**7**	**566**	**169**	**79**	**44**	**1**	**866**	**0**	**0**	**169**	**74**	**23**	**9**	**0**	**275**
Session Total	**1**	**3**	**344**	**134**	**50**	**1**	**0**	**533**	**0**	**23**	**1891**	**703**	**277**	**172**	**10**	**3076**	**0**	**1**	**472**	**158**	**46**	**19**	**1**	**697**
1600 - 1615	0	0	12	11	1	0	0	24	0	4	227	58	15	12	2	318	0	0	71	14	0	2	0	87
1615 - 1630	0	1	11	4	2	1	0	19	0	2	224	58	18	11	0	313	0	4	70	18	1	0	0	93
1630 - 1645	0	1	17	2	0	0	0	20	0	4	239	61	9	9	1	323	0	1	92	13	1	0	0	107
1645 - 1700	0	0	19	5	0	0	0	24	0	3	261	53	8	5	3	333	0	1	89	18	2	1	0	111
Hourly Total	**0**	**2**	**59**	**22**	**3**	**1**	**0**	**87**	**0**	**13**	**951**	**230**	**50**	**37**	**6**	**1287**	**0**	**6**	**322**	**63**	**4**	**3**	**0**	**398**
1700 - 1715	0	0	12	4	1	0	0	17	0	3	257	47	7	8	0	322	0	5	101	11	1	2	0	120
1715 - 1730	0	0	11	4	0	0	0	15	0	2	250	42	9	6	0	309	0	0	101	14	0	1	0	116
1730 - 1745	0	0	18	5	1	0	0	24	0	0	227	41	6	11	0	285	0	2	89	12	2	2	0	107
1745 - 1800	0	0	15	1	1	0	0	17	0	4	267	34	4	8	0	317	0	0	78	5	1	1	0	85
Hourly Total	**0**	**0**	**56**	**14**	**3**	**0**	**0**	**73**	**0**	**9**	**1001**	**164**	**26**	**33**	**0**	**1233**	**0**	**7**	**369**	**42**	**4**	**6**	**0**	**428**
1800 - 1815	0	1	10	1	0	0	0	12	0	7	278	31	7	7	0	330	0	0	77	8	1	0	1	87
1815 - 1830	0	0	19	1	0	0	0	20	0	0	288	23	3	7	0	321	0	1	74	8	0	0	0	83
1830 - 1845	0	1	27	0	0	0	0	28	0	2	252	29	6	4	1	294	0	0	59	5	1	0	0	65
1845 - 1900	0	0	14	4	1	0	0	19	0	2	241	32	4	3	0	282	0	0	55	6	1	0	0	62
Hourly Total	**0**	**2**	**70**	**6**	**1**	**0**	**0**	**79**	**0**	**11**	**1059**	**115**	**20**	**21**	**1**	**1227**	**0**	**1**	**265**	**27**	**3**	**0**	**1**	**297**
Session Total	**0**	**4**	**185**	**42**	**7**	**1**	**0**	**239**	**0**	**33**	**3011**	**509**	**96**	**91**	**7**	**3747**	**0**	**14**	**956**	**132**	**11**	**9**	**1**	**1123**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (12) Bognor Road Roundabout

Approach: A27 (North)

	First Left to Bognor Road (East)								Second Left to Vinnetrow Road								S/B to A27 (South)								Right to Bognor Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	10	4	3	1	0	19	0	0	12	1	1	0	0	14	0	1	168	50	18	4	0	241	0	0	17	5	0	0	0	22
0715 - 0730	0	0	8	4	1	0	1	14	0	0	13	2	0	1	0	16	0	2	176	44	8	8	0	238	0	0	21	6	2	1	0	30
0730 - 0745	0	0	7	0	1	0	0	8	0	0	12	1	0	0	0	13	0	1	177	42	17	6	0	243	0	0	20	6	3	0	0	29
0745 - 0800	0	0	14	2	2	1	0	19	0	0	14	2	0	0	0	16	0	0	142	34	7	9	0	192	0	0	22	7	0	0	0	29
Hourly Total	1	0	39	10	7	2	1	60	0	0	51	6	1	1	0	59	0	4	663	170	50	27	0	914	0	0	80	24	5	1	0	110
0800 - 0815	0	0	9	5	4	0	1	19	0	0	16	1	0	0	0	17	0	1	124	25	17	12	0	179	0	1	19	5	0	0	0	25
0815 - 0830	0	1	19	4	2	0	0	26	0	1	17	1	0	0	0	19	0	1	166	19	14	5	0	205	0	0	18	7	0	2	0	27
0830 - 0845	0	0	13	5	5	5	4	32	0	1	14	2	0	0	0	17	0	2	141	28	22	10	0	203	0	0	21	4	1	0	0	26
0845 - 0900	0	0	9	2	1	1	0	13	0	0	17	1	0	0	0	18	0	2	156	30	23	10	0	221	0	2	21	7	0	0	0	30
Hourly Total	0	1	50	16	12	6	5	90	0	2	64	5	0	0	0	71	0	6	587	102	76	37	0	808	0	3	79	23	1	2	0	108
0900 - 0915	0	0	21	4	1	2	1	29	0	0	9	2	0	0	0	11	0	1	124	29	19	9	1	183	0	0	22	4	1	0	1	28
0915 - 0930	0	0	13	2	0	1	1	17	0	0	12	1	0	1	0	14	0	1	120	21	14	9	0	165	0	0	15	8	0	0	0	23
0930 - 0945	0	0	10	2	1	1	0	14	0	0	9	1	0	0	0	10	0	2	114	22	12	11	0	161	0	0	21	5	0	0	0	26
0945 - 1000	0	0	12	2	3	3	0	20	0	0	5	2	0	0	0	7	0	0	121	18	13	9	0	161	0	0	13	5	1	0	0	19
Hourly Total	0	0	56	10	5	7	2	80	0	0	35	6	0	1	0	42	0	4	479	90	58	28	1	670	0	0	71	22	2	0	1	96
Session Total	1	1	145	36	24	15	8	230	0	2	150	17	1	2	0	172	0	14	1729	362	184	102	1	2392	0	3	230	69	8	3	1	314
1600 - 1615	0	0	13	0	0	1	0	14	0	1	12	4	0	0	0	17	0	1	138	35	14	8	0	196	0	1	19	1	0	0	0	21
1615 - 1630	0	2	19	3	3	2	0	29	0	0	13	2	0	0	0	15	0	3	138	37	6	11	0	195	0	1	25	2	1	0	0	29
1630 - 1645	0	0	5	0	0	1	0	6	0	0	20	5	0	0	0	25	0	5	146	49	14	9	0	223	0	0	18	2	0	1	0	21
1645 - 1700	0	0	8	1	1	0	0	10	0	0	19	4	0	0	0	23	0	3	150	38	5	4	0	200	0	1	18	7	0	0	0	26
Hourly Total	0	2	45	4	4	4	0	59	0	1	64	15	0	0	0	80	0	12	572	159	39	32	0	814	0	3	80	13	1	1	0	97
1700 - 1715	0	0	5	1	0	0	0	5	0	2	19	4	0	0	0	25	0	2	149	31	7	6	0	195	0	0	24	2	0	0	0	26
1715 - 1730	0	1	12	4	1	5	0	23	0	0	14	6	0	0	0	20	0	2	148	27	4	7	0	188	0	2	16	1	0	1	0	20
1730 - 1745	0	1	8	0	1	0	0	10	0	0	12	6	0	1	1	20	0	0	150	23	6	6	1	186	0	0	25	2	1	0	1	29
1745 - 1800	0	0	11	0	0	0	0	11	0	0	17	6	1	1	0	25	0	2	165	39	6	7	0	219	0	2	21	0	2	0	0	25
Hourly Total	0	3	36	5	2	5	0	50	0	3	82	22	1	2	1	90	0	6	612	120	23	26	1	788	0	4	86	5	3	1	1	100
1800 - 1815	0	0	19	1	0	0	0	20	0	0	18	8	0	1	0	27	0	2	167	26	9	7	0	211	0	0	18	2	0	0	0	20
1815 - 1830	0	0	16	3	3	1	0	23	0	1	20	3	0	2	0	26	0	3	176	25	2	6	0	212	0	0	16	2	2	0	1	21
1830 - 1845	0	0	27	6	1	0	0	34	0	0	17	2	0	2	0	21	0	2	206	32	2	8	0	250	0	0	21	2	0	0	0	23
1845 - 1900	0	0	20	4	1	0	0	25	0	0	11	2	0	0	0	13	0	0	151	26	6	5	1	189	0	0	19	1	1	1	1	23
Hourly Total	0	0	82	14	5	1	0	102	0	1	66	15	0	5	0	87	0	7	700	109	19	26	1	862	0	0	74	7	3	1	2	87
Session Total	0	4	163	22	11	10	0	211	0	4	192	32	1	7	1	237	0	25	1884	388	81	84	2	2464	0	7	240	24	7	2	2	284

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (12) Bognor Road Roundabout

Approach: Bognor Road (East)

	First Left to Vinnetrow Road								Second Left to A27 (South)								W/B to Bognor Road (West)								Right to A27 (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	0	0	0	0	1	0	3	165	28	0	5	0	201	0	0	43	7	0	0	1	51	0	0	16	6	1	1	2	26
0715 - 0730	0	0	3	2	0	1	0	6	0	0	172	29	6	6	2	215	0	1	44	12	2	0	0	59	0	4	8	8	4	2	1	27
0730 - 0745	0	0	1	2	0	0	0	3	0	5	140	29	8	2	0	184	0	0	44	15	0	0	2	61	0	1	15	6	1	2	2	27
0745 - 0800	0	0	4	1	1	0	0	6	0	0	149	28	8	1	0	186	0	0	58	10	3	0	1	72	0	0	7	3	2	3	0	15
Hourly Total	0	0	9	5	1	1	0	16	0	8	626	114	22	14	2	786	0	1	189	44	5	0	4	243	0	5	46	23	8	8	5	95
0800 - 0815	0	0	4	0	0	0	0	4	0	4	134	23	7	5	1	174	0	2	66	12	0	0	2	82	0	0	16	6	5	1	1	29
0815 - 0830	0	0	5	1	1	0	0	7	0	2	117	18	3	4	0	144	0	0	48	9	0	2	2	61	0	0	11	6	0	2	0	19
0830 - 0845	0	0	6	2	1	0	0	9	0	3	121	21	10	3	2	160	0	0	55	11	1	0	0	67	0	0	12	6	2	3	0	23
0845 - 0900	0	0	2	0	2	0	0	4	0	2	103	21	13	5	0	144	1	2	45	8	0	0	0	56	0	0	12	2	6	0	0	20
Hourly Total	0	0	17	3	4	0	0	24	0	11	475	83	33	17	3	622	1	4	214	40	1	2	4	266	0	0	51	20	13	6	1	91
0900 - 0915	0	0	5	0	1	1	0	7	0	1	77	14	9	1	1	103	0	0	61	10	0	0	1	72	0	0	17	12	0	5	0	34
0915 - 0930	0	0	3	1	2	0	0	6	0	1	153	23	11	3	0	191	0	1	35	7	0	0	0	43	0	0	11	2	0	8	0	21
0930 - 0945	0	0	3	0	0	0	0	3	0	2	107	20	11	6	3	149	0	0	51	9	0	0	3	63	0	0	5	1	0	6	0	12
0945 - 1000	0	0	3	0	0	0	0	3	0	0	103	16	7	4	2	132	0	2	34	9	2	0	1	48	0	1	11	7	2	0	0	21
Hourly Total	0	0	14	1	3	1	0	19	0	4	440	73	38	14	6	575	0	3	181	35	2	0	5	226	0	1	44	22	2	19	0	88
Session Total	0	0	40	9	8	2	0	59	0	23	1541	270	93	45	11	1983	1	8	584	119	8	2	13	735	0	6	141	65	23	33	6	274
1600 - 1615	0	0	16	0	0	1	0	17	0	0	84	31	10	0	0	125	0	0	32	7	0	0	2	41	0	0	28	4	4	0	0	36
1615 - 1630	0	0	13	1	0	0	0	14	0	2	85	33	9	1	1	131	0	0	33	7	3	0	3	46	0	0	22	6	1	0	0	29
1630 - 1645	0	0	10	3	1	0	0	14	0	2	116	38	4	2	0	162	0	0	30	7	0	1	1	39	0	0	25	1	1	2	1	30
1645 - 1700	0	0	3	5	0	0	0	8	0	2	93	32	8	1	0	136	0	2	29	7	0	0	1	39	0	1	21	5	3	0	0	30
Hourly Total	0	0	42	9	1	1	0	53	0	6	378	134	31	4	1	554	0	2	124	28	3	1	7	165	0	1	96	16	9	2	1	125
1700 - 1715	0	0	13	6	1	0	0	20	0	4	125	35	5	0	3	172	0	2	45	4	2	0	3	56	0	1	26	2	1	0	1	31
1715 - 1730	0	0	9	2	0	0	0	11	0	2	114	46	5	1	0	168	0	1	45	4	0	1	1	52	0	0	31	1	0	1	0	33
1730 - 1745	0	0	12	1	0	0	0	13	0	0	144	20	4	2	1	171	0	0	40	4	1	0	1	46	0	1	22	0	3	0	1	27
1745 - 1800	0	0	8	3	0	0	0	11	0	1	146	18	0	0	0	165	0	2	32	0	0	0	1	35	0	2	23	0	0	0	0	25
Hourly Total	0	0	42	12	1	0	0	55	0	7	529	119	14	3	4	676	0	5	162	12	3	1	6	189	0	4	102	3	4	1	2	116
1800 - 1815	0	0	6	0	0	0	0	6	0	0	97	21	1	0	0	119	0	0	30	5	1	0	4	40	0	0	19	6	1	0	1	27
1815 - 1830	0	0	2	1	0	0	0	3	0	0	103	22	2	0	0	127	0	0	27	2	2	0	2	33	0	0	16	2	1	0	0	19
1830 - 1845	0	0	5	2	0	0	1	8	0	2	113	15	2	1	0	133	0	0	26	0	0	0	1	27	0	0	12	2	2	0	0	16
1845 - 1900	0	0	8	0	0	1	0	9	0	1	87	12	2	2	2	106	0	1	31	3	1	1	3	40	0	1	11	2	2	0	0	16
Hourly Total	0	0	21	3	0	1	1	26	0	3	400	70	7	3	2	485	0	1	114	10	4	1	10	140	0	1	58	12	5	0	1	78
Session Total	0	0	105	24	2	2	1	134	0	16	1307	323	52	10	7	1715	0	8	460	50	10	2	23	494	0	6	256	31	19	2	4	319

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (12) Bognor Road Roundabout

Approach: Vinnetrow Road

	First Left to A27 (South)								Second Left to Bognor Road (West)								Right to A27 (North)								Last Right to Bognor Road (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	7	2	0	0	0	9	0	0	21	3	0	0	0	24	0	0	11	6	0	0	0	17	0	0	6	4	0	0	0	10
0715 - 0730	0	0	2	1	0	0	0	3	0	0	26	2	0	0	0	28	0	0	5	4	1	0	0	10	0	0	2	2	0	0	0	4
0730 - 0745	0	0	6	5	0	1	0	12	0	0	21	2	0	0	0	23	0	0	7	4	0	0	0	11	0	0	4	1	0	0	0	5
0745 - 0800	0	0	5	1	0	0	0	6	0	1	38	3	0	0	0	42	0	1	5	2	0	0	0	8	0	1	4	1	0	0	0	6
Hourly Total	0	0	20	9	0	1	0	30	0	1	106	10	0	0	0	117	0	1	28	16	1	0	0	46	0	1	16	8	0	0	0	25
0800 - 0815	0	0	5	2	0	1	0	8	0	0	40	4	0	0	0	44	0	0	8	2	0	2	0	12	0	0	5	2	0	2	0	9
0815 - 0830	0	0	11	1	0	0	0	12	0	0	33	2	0	0	0	35	0	0	6	1	0	1	0	8	0	0	4	1	0	1	0	6
0830 - 0845	0	0	3	0	0	0	0	3	0	0	29	7	0	0	0	36	0	2	4	3	0	0	0	9	0	0	4	1	1	0	0	6
0845 - 0900	0	0	2	4	1	0	0	7	0	0	17	1	0	0	0	18	0	0	8	3	2	0	0	13	0	0	5	0	2	0	1	8
Hourly Total	0	0	21	7	1	1	0	30	0	0	119	14	0	0	0	133	0	2	26	9	2	3	0	42	0	0	18	4	3	3	1	29
0900 - 0915	0	0	10	1	1	0	0	12	0	0	25	3	0	0	0	28	0	0	16	3	0	1	0	20	0	0	6	2	0	0	0	8
0915 - 0930	0	0	7	0	0	0	0	7	0	0	22	4	0	0	0	26	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2
0930 - 0945	0	1	7	0	1	0	0	9	0	0	17	3	0	0	0	20	0	0	3	1	0	0	0	4	0	0	3	1	0	0	0	4
0945 - 1000	0	0	7	1	0	0	0	8	0	0	26	1	0	0	0	27	0	0	6	1	1	0	0	8	0	0	5	1	1	0	0	7
Hourly Total	0	1	31	2	2	0	0	36	0	0	90	11	0	0	0	101	0	0	29	5	1	1	0	37	0	0	16	4	1	0	0	21
Session Total	0	1	72	18	3	2	0	96	0	1	315	35	0	0	0	351	0	3	83	31	4	4	0	125	0	1	50	16	4	3	1	75
1600 - 1615	0	0	12	2	0	0	0	14	0	0	9	2	0	0	0	11	0	0	12	1	0	0	0	13	0	0	11	1	0	0	0	12
1615 - 1630	0	0	10	2	0	0	0	12	0	0	16	2	0	0	0	18	0	0	21	1	0	0	0	22	0	1	14	1	1	0	0	17
1630 - 1645	0	0	6	2	0	0	0	8	0	0	18	0	0	0	0	18	0	0	17	4	0	1	0	22	0	0	9	3	0	0	0	12
1645 - 1700	0	0	2	1	0	0	0	3	0	0	15	1	0	0	0	16	0	0	15	1	0	0	0	16	0	0	11	1	0	0	0	12
Hourly Total	0	0	30	7	0	0	0	37	0	0	58	5	0	0	0	63	0	0	65	7	0	1	0	73	0	1	45	6	1	0	0	53
1700 - 1715	0	0	7	4	0	0	0	11	0	0	16	0	0	0	0	16	0	0	11	0	0	0	0	11	0	0	10	0	0	0	0	10
1715 - 1730	0	0	7	1	0	0	0	8	1	0	12	0	0	0	0	13	0	0	13	4	0	0	0	17	0	0	10	2	0	0	0	12
1730 - 1745	0	0	5	1	0	0	0	6	0	0	7	0	0	0	0	7	0	0	14	4	0	0	0	18	0	0	13	0	0	0	0	13
1745 - 1800	0	0	1	1	0	0	0	2	0	0	17	0	0	0	0	17	0	0	8	0	2	0	0	10	0	0	4	0	0	0	0	4
Hourly Total	0	0	20	7	0	0	0	27	1	0	52	0	0	0	0	53	0	0	46	8	2	0	0	56	0	0	37	2	0	0	0	39
1800 - 1815	0	0	10	1	0	0	0	11	0	0	16	2	0	0	0	18	0	0	10	1	0	2	0	13	0	0	4	1	0	0	0	5
1815 - 1830	0	0	5	1	0	1	0	7	0	0	18	0	0	0	0	18	0	0	11	2	0	0	0	13	0	0	6	2	0	0	0	8
1830 - 1845	0	1	6	0	1	0	0	8	0	0	9	0	0	0	0	9	0	0	14	0	1	0	0	15	0	0	10	0	1	0	0	11
1845 - 1900	0	0	9	2	0	0	0	11	0	0	19	0	0	0	0	19	0	0	11	2	0	0	0	13	0	0	6	2	0	0	0	8
Hourly Total	0	1	30	4	1	1	0	37	0	0	62	2	0	0	0	64	0	0	46	5	1	2	0	54	0	0	26	5	1	0	0	32
Session Total	0	1	80	18	1	1	0	101	1	0	172	7	0	0	0	180	0	0	157	20	3	2	0	182	0	1	108	12	2	0	0	124

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (12) Bognor Road Roundabout

Approach: A27 (South)

	Left to Bognor Road (West)								N/B to A27 (North)								Right to Bognor Road (East)								Last Right to Vinnetrow Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	3	1	0	0	0	4	0	4	131	59	26	14	0	234	0	0	53	27	8	3	1	92	0	0	4	1	2	1	0	8
0715 - 0730	0	0	2	4	0	2	0	8	0	4	142	63	14	14	1	238	0	1	47	35	4	5	2	94	0	0	4	2	0	1	0	7
0730 - 0745	0	0	4	3	2	0	0	9	0	2	142	59	23	18	1	245	0	2	56	29	9	6	1	103	0	0	6	2	2	0	0	10
0745 - 0800	0	0	7	4	2	0	0	13	0	1	104	43	16	9	0	173	0	1	46	25	5	3	0	80	0	1	7	2	1	0	0	11
Hourly Total	0	0	16	12	4	2	0	34	0	11	519	224	79	55	2	890	0	4	202	116	26	17	4	369	0	1	21	7	5	2	0	36
0800 - 0815	0	0	14	3	1	2	0	20	0	0	140	42	15	7	0	204	0	0	51	20	6	4	0	81	0	0	11	2	2	0	0	15
0815 - 0830	0	0	15	3	0	0	0	18	0	0	145	42	20	11	1	219	0	0	59	15	10	6	0	90	0	4	8	2	0	1	0	15
0830 - 0845	0	0	10	5	0	0	0	15	0	0	139	45	18	9	0	211	0	0	54	11	11	4	0	80	0	0	7	2	1	0	0	10
0845 - 0900	0	0	16	7	2	0	0	25	0	0	140	35	15	11	1	202	0	0	68	13	6	6	0	93	0	0	7	0	0	0	0	7
Hourly Total	0	0	55	18	3	2	0	78	0	0	564	164	68	38	2	836	0	0	232	59	33	20	0	344	0	4	33	6	3	1	0	47
0900 - 0915	0	0	11	6	0	1	0	18	0	2	124	39	19	10	0	194	0	2	59	20	9	5	0	95	0	0	34	3	0	3	0	40
0915 - 0930	0	0	9	3	5	0	0	17	0	0	134	35	13	4	0	186	0	0	55	16	5	3	0	79	0	0	3	2	0	1	0	6
0930 - 0945	0	0	12	1	1	0	0	14	0	0	67	20	16	5	0	108	0	1	40	17	10	2	0	70	0	0	5	1	1	0	0	7
0945 - 1000	0	0	7	1	1	0	0	9	0	3	53	13	5	7	0	81	0	0	47	13	4	4	0	68	0	0	6	1	0	1	0	8
Hourly Total	0	0	39	11	7	1	0	58	0	5	378	107	53	26	0	569	0	3	201	66	28	14	0	312	0	0	48	7	1	5	0	61
Session Total	0	0	110	41	14	5	0	170	0	16	1461	495	200	119	4	2295	0	7	635	241	87	51	4	1025	0	5	102	20	9	8	0	144
1600 - 1615	0	0	12	5	0	1	0	18	0	3	146	36	11	10	0	206	0	1	91	20	8	1	2	123	0	1	12	1	1	0	0	15
1615 - 1630	0	0	12	6	2	2	0	22	0	0	152	38	11	6	0	207	0	2	90	28	6	3	0	129	0	0	11	2	1	0	0	14
1630 - 1645	0	0	6	6	0	0	0	12	0	4	160	42	9	5	1	221	0	2	103	17	2	2	0	126	0	0	15	2	0	0	0	17
1645 - 1700	0	0	7	2	0	0	0	9	0	0	156	38	6	2	2	204	0	3	120	19	2	1	2	147	0	0	11	3	1	0	0	15
Hourly Total	0	0	37	19	2	3	0	61	0	7	614	154	37	23	3	838	0	8	404	84	18	7	4	525	0	1	49	8	3	0	0	61
1700 - 1715	0	0	11	2	2	1	0	16	0	3	165	24	4	4	0	200	0	2	107	20	2	4	0	135	0	1	14	0	0	0	0	15
1715 - 1730	0	1	9	3	0	0	0	13	0	0	158	26	10	6	0	200	0	0	106	18	3	1	1	129	0	0	13	3	1	0	0	17
1730 - 1745	0	0	10	1	0	3	0	14	0	0	150	26	5	6	0	187	0	0	105	16	3	3	0	127	0	0	13	0	0	1	0	14
1745 - 1800	0	0	7	2	0	0	0	9	0	3	198	29	5	6	0	241	0	3	94	7	0	0	0	104	0	1	11	2	0	0	0	14
Hourly Total	0	1	37	8	2	4	0	52	0	6	671	105	24	22	0	828	0	5	412	61	8	8	1	495	0	3	51	5	1	1	0	60
1800 - 1815	0	1	12	0	0	0	0	13	0	6	210	21	5	7	0	249	0	1	103	10	3	1	0	118	0	0	11	1	0	1	0	13
1815 - 1830	0	0	12	3	0	0	0	15	0	1	189	11	3	4	0	208	0	0	115	12	0	1	0	128	0	1	9	1	0	2	0	13
1830 - 1845	0	0	10	3	0	0	0	13	0	0	178	17	4	5	0	204	0	2	103	11	4	0	1	121	0	0	9	2	0	0	0	11
1845 - 1900	0	0	14	2	0	0	0	16	0	1	201	21	3	0	0	226	0	1	77	14	2	3	0	97	0	0	6	2	0	0	0	8
Hourly Total	0	1	48	8	0	0	0	57	0	8	778	70	15	16	0	887	0	4	398	47	9	5	1	464	0	1	35	6	0	3	0	45
Session Total	0	2	122	33	4	7	0	170	0	21	2063	329	76	61	3	2553	0	17	1214	192	35	20	6	1484	0	4	135	19	4	4	0	166

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (12) Bognor Road Roundabout

Approach: Bognor Road (West)

	Left to A27 (North)								E/B to Bognor Road (East)								Right to Vinnetrow Road								Last Right to A27 (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	21	14	4	0	0	39	0	0	37	20	4	0	3	64	0	0	2	0	0	0	0	2	0	2	17	2	1	0	0	22
0715 - 0730	0	0	17	12	4	2	0	35	0	0	46	10	1	0	3	60	0	0	1	1	0	0	0	2	0	0	10	3	3	1	0	17
0730 - 0745	0	0	27	10	3	0	0	40	0	0	55	14	1	0	2	72	0	0	6	1	0	0	0	7	0	1	14	5	3	1	0	24
0745 - 0800	0	0	15	9	4	0	0	28	0	0	94	16	5	0	1	116	0	0	9	1	0	0	0	10	0	0	16	2	1	0	0	19
Hourly Total	0	0	80	45	15	2	0	142	0	0	232	60	11	0	9	312	0	0	18	3	0	0	0	21	0	3	57	12	8	2	0	82
0800 - 0815	0	0	10	10	3	0	0	23	0	1	102	31	4	0	1	139	0	0	18	1	0	0	0	19	0	1	14	2	4	0	0	21
0815 - 0830	0	1	12	11	3	0	0	27	0	0	87	14	6	0	2	109	0	0	9	1	0	0	0	10	0	0	21	5	1	1	0	28
0830 - 0845	0	0	12	7	1	1	0	21	0	0	82	15	4	0	0	101	0	0	7	1	0	0	0	8	0	0	14	2	1	0	0	17
0845 - 0900	0	0	11	12	4	0	0	27	0	1	61	19	5	0	2	88	0	0	2	1	0	0	0	3	0	0	22	3	0	0	0	25
Hourly Total	0	1	45	40	11	1	0	98	0	2	332	79	19	0	5	437	0	0	36	4	0	0	0	40	0	1	71	12	6	1	0	91
0900 - 0915	0	0	14	13	1	0	0	28	0	0	42	29	6	1	2	80	0	0	2	2	0	0	0	4	0	0	24	2	0	2	1	29
0915 - 0930	0	0	15	9	3	1	0	28	0	0	65	20	1	0	1	87	0	0	4	1	0	0	0	5	0	0	15	2	1	1	0	19
0930 - 0945	0	0	4	3	2	1	0	10	0	0	64	17	6	2	1	90	0	0	10	1	0	0	0	11	0	0	15	5	1	0	0	21
0945 - 1000	0	0	5	1	3	0	0	9	0	0	84	18	6	0	0	108	0	0	7	1	0	0	0	8	0	0	11	3	0	1	0	15
Hourly Total	0	0	38	26	9	2	0	75	0	0	255	84	19	3	4	365	0	0	23	5	0	0	0	28	0	0	65	12	2	4	1	84
Session Total	0	1	163	111	35	5	0	315	0	2	819	223	49	3	16	1114	0	0	77	12	0	0	0	89	0	4	193	36	16	7	1	257
1600 - 1615	0	1	13	5	0	0	0	19	0	2	115	28	1	0	1	147	0	0	18	2	0	0	0	20	0	0	14	2	1	0	0	17
1615 - 1630	0	1	13	3	0	0	0	17	0	2	104	23	0	1	2	132	0	0	15	1	0	0	0	16	0	0	18	2	0	1	0	21
1630 - 1645	0	0	14	3	0	1	0	18	0	2	123	23	0	0	0	148	0	0	14	1	0	0	0	15	0	1	12	2	1	0	0	16
1645 - 1700	0	0	11	5	1	0	0	17	0	1	121	8	2	0	3	135	0	0	16	2	1	0	0	19	0	0	17	7	2	0	0	26
Hourly Total	0	2	51	16	1	1	0	71	0	7	463	82	3	1	6	562	0	0	63	6	1	0	0	70	0	1	61	13	4	1	0	80
1700 - 1715	0	0	19	4	0	0	0	23	0	3	136	27	1	0	1	168	0	1	18	3	0	0	0	22	0	1	11	2	1	1	0	16
1715 - 1730	0	0	10	1	0	0	0	11	0	3	142	15	0	0	3	163	0	0	17	1	0	0	0	18	0	0	17	1	0	0	0	18
1730 - 1745	0	0	16	4	0	0	0	20	0	2	143	18	1	0	0	164	0	0	17	1	0	0	0	18	0	0	18	3	1	0	0	22
1745 - 1800	0	0	10	0	0	0	0	10	0	0	138	15	0	0	2	155	0	0	19	1	0	0	0	20	0	0	17	2	0	0	0	19
Hourly Total	0	0	55	9	0	0	0	64	0	8	559	75	2	0	6	650	0	1	71	6	0	0	0	78	0	1	63	8	2	1	0	75
1800 - 1815	0	0	29	1	0	0	0	30	0	0	132	12	0	0	2	146	0	0	15	1	0	0	0	16	0	2	9	2	0	0	0	13
1815 - 1830	0	0	14	3	0	0	0	17	0	3	101	16	2	0	3	125	0	1	13	1	0	0	0	15	0	0	14	2	2	0	0	18
1830 - 1845	0	0	10	0	1	0	0	11	0	1	86	7	0	0	2	96	0	0	9	1	0	0	0	10	0	0	13	1	0	0	0	14
1845 - 1900	0	0	13	0	0	0	0	13	0	0	81	6	2	0	0	89	0	0	12	0	0	0	0	12	0	0	12	2	2	1	0	17
Hourly Total	0	0	66	4	1	0	0	71	0	4	400	41	4	0	7	456	0	1	49	3	0	0	0	53	0	2	48	7	4	1	0	62
Session Total	0	2	172	29	2	1	0	206	0	19	1422	198	9	1	19	1568	0	2	183	15	1	0	0	201	0	4	172	28	10	3	0	217

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

Approach: Nyetimber Lane (North)

	Left to Tabard Gate								S/B to Cardinals Drive								Right to Nyetimber Lane (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	2	1	2	0	1	6	0	0	10	2	0	0	0	12
0715 - 0730	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	20	1	1	0	0	22
0730 - 0745	0	0	0	0	0	0	0	0	0	0	3	2	0	0	2	7	0	0	18	5	0	0	0	23
0745 - 0800	0	0	0	0	1	0	0	1	1	0	9	4	1	0	1	16	0	0	17	1	1	1	0	20
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**22**	**9**	**3**	**0**	**4**	**39**	**0**	**0**	**65**	**9**	**2**	**1**	**0**	**77**
0800 - 0815	0	0	1	0	0	0	0	1	0	0	13	4	0	0	1	18	0	0	30	5	1	0	0	36
0815 - 0830	0	0	2	0	0	0	0	2	0	0	15	2	2	0	1	20	0	0	17	0	1	0	0	18
0830 - 0845	0	0	2	0	0	0	0	2	1	0	18	3	1	0	0	23	0	0	5	1	1	0	0	7
0845 - 0900	0	0	1	0	0	0	0	1	0	0	38	5	1	0	1	45	0	0	32	1	1	0	0	34
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**84**	**14**	**4**	**0**	**3**	**106**	**0**	**0**	**84**	**7**	**4**	**0**	**0**	**95**
0900 - 0915	0	0	1	0	0	0	0	1	0	0	26	2	1	0	1	30	0	0	34	4	0	0	0	38
0915 - 0930	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	28	0	0	13	0	1	0	0	14
0930 - 0945	0	0	1	1	0	0	0	2	0	0	17	1	0	0	1	19	0	0	12	1	0	0	0	13
0945 - 1000	0	0	1	1	0	0	0	2	0	0	27	3	0	0	2	32	0	0	11	2	0	0	0	13
Hourly Total	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**94**	**10**	**1**	**0**	**4**	**109**	**0**	**0**	**70**	**7**	**1**	**0**	**0**	**79**
Session Total	**0**	**0**	**9**	**2**	**1**	**0**	**0**	**12**	**2**	**0**	**200**	**33**	**8**	**0**	**11**	**254**	**0**	**0**	**219**	**23**	**7**	**1**	**0**	**250**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	27	5	1	0	1	34	2	0	18	2	0	0	0	22
1615 - 1630	0	0	2	0	0	0	0	2	0	0	36	3	1	0	1	41	0	0	15	2	0	0	0	17
1630 - 1645	0	0	7	0	0	0	0	7	1	0	30	4	0	0	1	36	0	0	17	4	0	0	0	21
1645 - 1700	0	0	3	0	0	0	0	3	0	0	34	5	2	0	1	42	0	0	19	3	0	0	0	22
Hourly Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**127**	**17**	**4**	**0**	**4**	**153**	**2**	**0**	**69**	**11**	**0**	**0**	**0**	**82**
1700 - 1715	0	0	2	0	0	0	0	2	1	0	39	6	0	0	0	46	0	0	17	5	0	0	0	22
1715 - 1730	0	0	4	0	0	0	0	4	0	0	37	15	0	0	1	53	0	0	16	3	1	0	0	20
1730 - 1745	0	0	2	1	0	0	0	3	1	0	30	7	1	0	1	40	0	0	26	3	0	0	0	29
1745 - 1800	0	0	4	0	0	0	0	4	0	0	21	2	1	0	1	25	2	0	12	2	0	0	0	16
Hourly Total	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**2**	**0**	**127**	**30**	**2**	**0**	**3**	**164**	**2**	**0**	**71**	**13**	**1**	**0**	**0**	**87**
1800 - 1815	0	0	1	1	0	0	0	2	1	0	21	1	0	0	1	24	0	0	20	2	0	0	0	22
1815 - 1830	0	0	1	0	0	0	0	1	1	0	20	2	0	0	0	23	0	0	13	2	0	0	0	15
1830 - 1845	0	0	4	0	0	0	0	4	2	0	25	3	1	0	1	32	3	0	29	5	0	0	0	37
1845 - 1900	1	0	1	0	0	0	0	2	0	0	20	1	0	0	0	21	0	0	24	1	0	0	0	25
Hourly Total	**1**	**0**	**7**	**1**	**0**	**0**	**0**	**9**	**4**	**0**	**86**	**7**	**1**	**0**	**2**	**100**	**3**	**0**	**86**	**10**	**0**	**0**	**0**	**99**
Session Total	**1**	**0**	**31**	**2**	**0**	**0**	**0**	**34**	**7**	**0**	**340**	**54**	**7**	**0**	**9**	**417**	**7**	**0**	**226**	**34**	**1**	**0**	**0**	**268**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

Approach: Tabard Gate

	Left to Cardinals Drive								W/B to Nyetimber Lane (West)								Right to Nyetimber Lane (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	0	0	0	0	0	1	0	0	2	0	1	0	0	3	0	0	2	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	1	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**6**	**1**	**1**	**0**	**0**	**9**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8
0815 - 0830	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	3	0	0	0	0	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7
0845 - 0900	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	4	1	0	0	0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**10**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**
0900 - 0915	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	3	0	0	0	0	3
0945 - 1000	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**
Session Total	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**18**	**2**	**1**	**0**	**0**	**23**	**0**	**0**	**36**	**1**	**0**	**0**	**0**	**37**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
1615 - 1630	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	3
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**2**	**1**	**0**	**0**	**8**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**7**	**3**	**0**	**0**	**0**	**10**
1800 - 1815	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
1815 - 1830	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
1830 - 1845	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2
1845 - 1900	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
Session Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**	**0**	**0**	**19**	**6**	**1**	**0**	**0**	**26**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

Approach: Cardinals Drive

	Left to Nyetimber Lane (West)								N/B to Nyetimber Lane (North)								Right to Tabard Gate							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	0	0	0	0	2	1	0	8	2	0	0	0	11	0	0	0	0	0	0	0	0
0715 - 0730	1	0	3	2	0	0	0	6	0	0	19	6	1	0	1	27	0	0	0	0	0	0	0	0
0730 - 0745	0	0	7	1	0	0	0	8	1	0	23	3	0	0	1	28	0	0	0	0	0	0	0	0
0745 - 0800	0	0	5	0	0	0	0	5	1	0	28	8	0	0	1	38	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**17**	**3**	**0**	**0**	**0**	**21**	**3**	**0**	**78**	**19**	**1**	**0**	**3**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	1	0	6	1	0	0	0	8	4	0	41	5	1	0	0	51	0	0	0	0	0	0	0	0
0815 - 0830	0	0	10	0	0	0	0	10	6	0	57	6	1	0	1	71	0	0	0	0	0	0	0	0
0830 - 0845	0	0	3	1	0	0	0	4	0	0	60	7	2	0	1	70	0	0	0	0	0	0	0	0
0845 - 0900	0	0	6	0	0	0	0	6	0	0	40	5	1	0	0	46	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**25**	**2**	**0**	**0**	**0**	**28**	**10**	**0**	**198**	**23**	**5**	**0**	**2**	**238**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	12	0	0	0	0	12	2	0	41	3	0	0	1	47	0	0	0	0	0	0	0	0
0915 - 0930	0	0	2	1	0	0	0	3	0	0	23	3	2	0	1	29	0	0	0	0	0	0	0	0
0930 - 0945	0	0	5	0	0	0	0	5	0	0	35	3	0	0	0	38	0	0	0	1	0	0	0	1
0945 - 1000	0	0	6	1	0	0	0	7	0	0	38	3	1	0	1	43	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**25**	**2**	**0**	**0**	**0**	**27**	**2**	**0**	**137**	**12**	**3**	**0**	**3**	**157**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
Session Total	**2**	**0**	**67**	**7**	**0**	**0**	**0**	**76**	**15**	**0**	**413**	**54**	**9**	**0**	**8**	**499**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
1600 - 1615	0	0	3	0	0	0	0	3	0	0	27	4	1	0	1	33	0	0	0	0	0	0	0	0
1615 - 1630	0	0	3	2	0	0	0	5	0	1	27	8	1	0	1	38	0	0	0	0	0	0	0	0
1630 - 1645	0	0	1	1	0	0	0	2	0	0	24	10	1	0	0	35	0	0	1	0	0	0	0	1
1645 - 1700	0	0	2	0	0	0	0	2	0	1	23	2	2	0	1	29	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**3**	**0**	**0**	**0**	**12**	**0**	**2**	**101**	**24**	**5**	**0**	**3**	**135**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1700 - 1715	0	0	3	0	0	0	0	3	0	0	27	7	1	0	1	36	0	0	1	3	0	0	0	4
1715 - 1730	0	0	6	0	0	0	0	6	1	0	17	1	0	0	1	20	0	0	0	0	0	0	0	0
1730 - 1745	1	0	1	0	0	0	0	2	0	0	32	4	2	0	1	39	0	0	0	0	0	0	0	0
1745 - 1800	0	0	2	0	0	0	0	2	0	2	27	6	1	0	0	36	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**12**	**0**	**0**	**0**	**0**	**13**	**1**	**2**	**103**	**18**	**4**	**0**	**3**	**131**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**4**
1800 - 1815	0	0	1	1	0	0	0	2	1	1	20	3	0	0	1	26	0	0	0	0	0	0	0	0
1815 - 1830	0	0	10	0	0	0	0	10	1	0	26	1	0	0	1	29	0	0	1	0	0	0	0	1
1830 - 1845	0	0	3	0	0	0	0	3	0	0	17	2	0	0	1	20	0	0	2	0	0	0	0	2
1845 - 1900	0	0	1	0	0	0	0	1	1	0	19	3	0	0	0	23	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**16**	**3**	**1**	**82**	**9**	**0**	**0**	**3**	**98**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
Session Total	**1**	**0**	**36**	**4**	**0**	**0**	**0**	**41**	**4**	**5**	**286**	**51**	**9**	**0**	**9**	**364**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**6**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

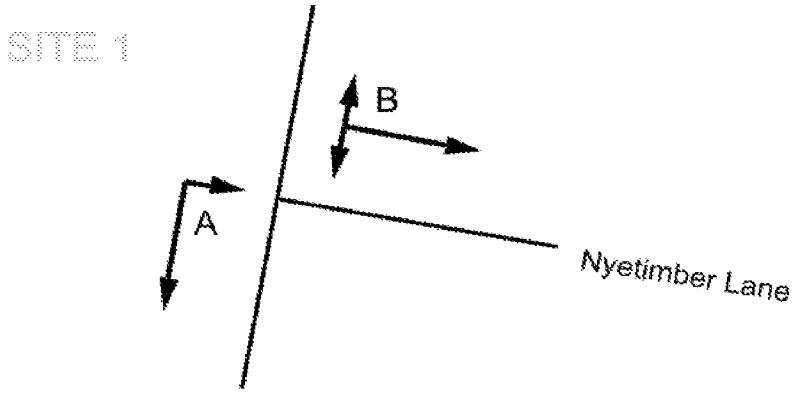
Approach: Nyetimber Lane (West)

	Left to Nyetimber Lane (North)								E/B to Tabard Gate								Right to Cardinals Drive							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	5	2	0	0	0	7	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
0715 - 0730	0	0	6	2	0	0	0	8	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0730 - 0745	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
0745 - 0800	0	0	14	4	2	0	0	20	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**33**	**11**	**2**	**0**	**0**	**46**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**
0800 - 0815	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0815 - 0830	3	0	14	3	0	0	0	20	1	0	0	0	0	0	0	1	0	0	3	2	0	0	0	5
0830 - 0845	1	0	15	3	2	0	0	21	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0845 - 0900	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**4**	**0**	**61**	**8**	**2**	**0**	**0**	**75**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**9**
0900 - 0915	1	0	27	4	2	0	0	34	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6
0915 - 0930	1	0	24	3	0	0	0	28	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
0930 - 0945	3	0	18	1	1	0	0	23	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
0945 - 1000	0	0	17	3	1	0	0	21	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**5**	**0**	**86**	**11**	**4**	**0**	**0**	**106**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**10**	**0**	**1**	**0**	**0**	**11**
Session Total	**9**	**0**	**180**	**30**	**8**	**0**	**0**	**227**	**1**	**0**	**5**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**21**	**4**	**1**	**0**	**0**	**26**
1600 - 1615	0	0	27	2	0	0	0	29	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5
1615 - 1630	0	0	17	3	0	0	0	20	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
1630 - 1645	0	1	21	5	0	0	0	27	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	3
1645 - 1700	0	0	19	2	1	0	0	22	0	0	4	0	1	0	0	5	0	0	8	1	0	0	0	9
Hourly Total	**0**	**1**	**84**	**12**	**1**	**0**	**0**	**98**	**0**	**0**	**8**	**1**	**1**	**0**	**0**	**10**	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**
1700 - 1715	0	0	19	3	0	0	0	22	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
1715 - 1730	0	0	29	4	0	0	0	33	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
1730 - 1745	1	0	28	4	0	0	0	33	0	0	5	0	0	0	0	5	0	0	8	1	0	0	0	9
1745 - 1800	0	0	18	4	0	0	0	22	0	0	1	0	0	0	0	1	0	0	3	0	1	0	0	4
Hourly Total	**1**	**0**	**94**	**15**	**0**	**0**	**0**	**110**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**19**	**1**	**1**	**0**	**0**	**21**
1800 - 1815	0	0	26	3	0	0	0	29	0	0	1	0	0	0	0	1	0	0	7	3	0	0	0	10
1815 - 1830	0	0	22	6	0	0	0	28	0	0	2	0	0	0	0	2	0	1	4	0	0	0	0	5
1830 - 1845	0	0	25	1	0	0	0	26	0	1	1	1	0	0	0	3	0	0	7	1	0	0	0	8
1845 - 1900	0	0	24	2	0	0	0	26	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**97**	**12**	**0**	**0**	**0**	**109**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**6**	**0**	**1**	**20**	**4**	**0**	**0**	**0**	**25**
Session Total	**1**	**1**	**275**	**39**	**1**	**0**	**0**	**317**	**0**	**1**	**24**	**2**	**1**	**0**	**0**	**28**	**0**	**1**	**61**	**6**	**1**	**0**	**0**	**69**

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 1							
TIME	A	B	TIME	TIME	A	B	TIME
07:00	0	1	07:00	16:00	2	1	16:00
07:05	0	2	07:05	16:05	1	1	16:05
07:10	1	3	07:10	16:10	0	1	16:10
07:15	0	2	07:15	16:15	1	1	16:15
07:20	0	1	07:20	16:20	2	2	16:20
07:25	1	2	07:25	16:25	1	1	16:25
07:30	0	1	07:30	16:30	0	2	16:30
07:35	0	2	07:35	16:35	0	2	16:35
07:40	0	3	07:40	16:40	0	2	16:40
07:45	0	2	07:45	16:45	1	1	16:45
07:50	0	1	07:50	16:50	0	1	16:50
07:55	0	2	07:55	16:55	2	2	16:55
08:00	0	3	08:00	17:00	0	1	17:00
08:05	0	4	08:05	17:05	2	3	17:05
08:10	0	2	08:10	17:10	0	1	17:10
08:15	0	1	08:15	17:15	0	1	17:15
08:20	0	2	08:20	17:20	0	2	17:20
08:25	0	1	08:25	17:25	2	2	17:25
08:30	0	2	08:30	17:30	3	1	17:30
08:35	1	1	08:35	17:35	1	2	17:35
08:40	0	1	08:40	17:40	3	1	17:40
08:45	0	2	08:45	17:45	2	1	17:45
08:50	0	2	08:50	17:50	0	1	17:50
08:55	0	2	08:55	17:55	0	2	17:55
09:00	1	2	09:00	18:00	1	1	18:00
09:05	1	2	09:05	18:05	2	1	18:05
09:10	0	3	09:10	18:10	4	1	18:10
09:15	0	2	09:15	18:15	0	2	18:15
09:20	0	1	09:20	18:20	4	1	18:20
09:25	0	1	09:25	18:25	0	1	18:25
09:30	0	1	09:30	18:30	1	1	18:30
09:35	0	1	09:35	18:35	0	1	18:35
09:40	1	1	09:40	18:40	1	1	18:40
09:45	0	2	09:45	18:45	0	2	18:45
09:50	2	1	09:50	18:50	1	2	18:50
09:55	1	1	09:55	18:55	1	1	18:55
AVE	0.25	1.75	AVE	AVE	1.06	1.39	AVE

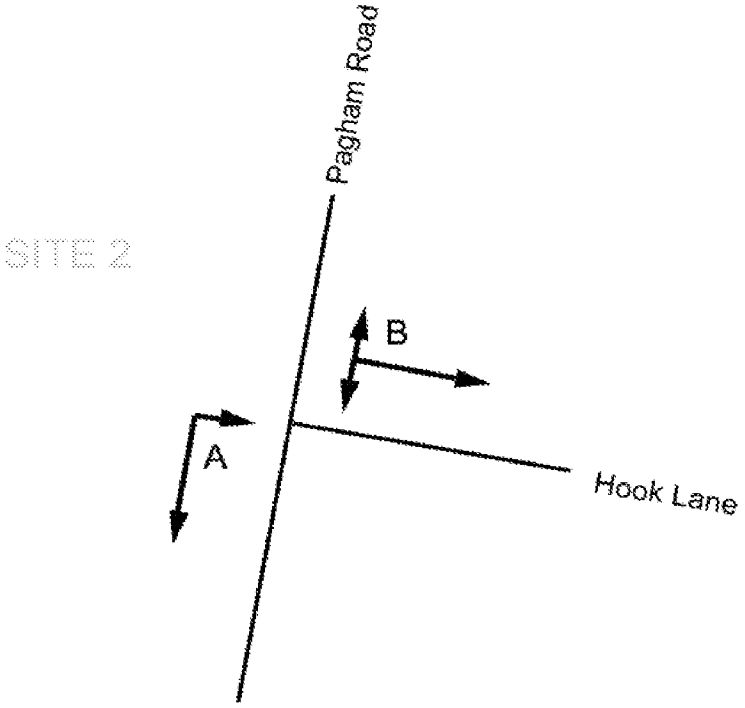


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 2							
TIME	A	B	TIME	TIME	A	B	TIME
07:00	0	2	07:00	16:00	2	1	16:00
07:05	0	1	07:05	16:05	1	1	16:05
07:10	3	1	07:10	16:10	3	0	16:10
07:15	0	1	07:15	16:15	2	1	16:15
07:20	0	2	07:20	16:20	0	1	16:20
07:25	0	1	07:25	16:25	3	2	16:25
07:30	0	1	07:30	16:30	2	4	16:30
07:35	3	2	07:35	16:35	0	1	16:35
07:40	0	3	07:40	16:40	0	5	16:40
07:45	0	4	07:45	16:45	1	5	16:45
07:50	2	2	07:50	16:50	2	3	16:50
07:55	2	2	07:55	16:55	0	2	16:55
08:00	0	2	08:00	17:00	1	3	17:00
08:05	3	4	08:05	17:05	0	4	17:05
08:10	0	2	08:10	17:10	0	6	17:10
08:15	3	1	08:15	17:15	2	1	17:15
08:20	1	1	08:20	17:20	1	3	17:20
08:25	1	1	08:25	17:25	1	2	17:25
08:30	2	1	08:30	17:30	2	2	17:30
08:35	1	1	08:35	17:35	1	1	17:35
08:40	1	2	08:40	17:40	1	5	17:40
08:45	0	1	08:45	17:45	2	3	17:45
08:50	0	1	08:50	17:50	1	2	17:50
08:55	0	1	08:55	17:55	1	3	17:55
09:00	1	1	09:00	18:00	2	1	18:00
09:05	0	2	09:05	18:05	0	1	18:05
09:10	2	2	09:10	18:10	0	4	18:10
09:15	0	1	09:15	18:15	0	1	18:15
09:20	0	1	09:20	18:20	1	1	18:20
09:25	0	1	09:25	18:25	0	1	18:25
09:30	0	1	09:30	18:30	1	2	18:30
09:35	0	0	09:35	18:35	0	1	18:35
09:40	1	1	09:40	18:40	1	2	18:40
09:45	1	1	09:45	18:45	0	2	18:45
09:50	1	1	09:50	18:50	2	2	18:50
09:55	0	2	09:55	18:55	0	2	18:55
AVE	0.78	1.50	AVE	AVE	1.00	2.25	AVE

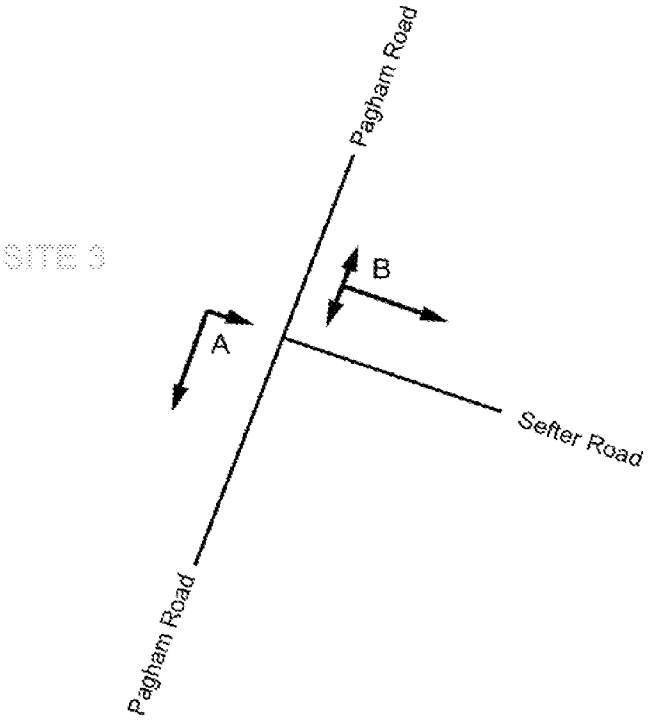


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 3							
TIME	A	B	TIME	TIME	A	B	TIME
07:00	0	6	07:00	16:00	0	2	16:00
07:05	0	7	07:05	16:05	0	3	16:05
07:10	0	8	07:10	16:10	0	3	16:10
07:15	0	8	07:15	16:15	0	1	16:15
07:20	0	10	07:20	16:20	0	4	16:20
07:25	0	9	07:25	16:25	0	2	16:25
07:30	0	12	07:30	16:30	1	2	16:30
07:35	0	13	07:35	16:35	0	1	16:35
07:40	0	10	07:40	16:40	0	3	16:40
07:45	0	14	07:45	16:45	3	2	16:45
07:50	0	11	07:50	16:50	0	1	16:50
07:55	0	10	07:55	16:55	0	3	16:55
08:00	0	14	08:00	17:00	0	3	17:00
08:05	0	10	08:05	17:05	0	2	17:05
08:10	0	7	08:10	17:10	0	1	17:10
08:15	0	12	08:15	17:15	0	2	17:15
08:20	0	13	08:20	17:20	0	2	17:20
08:25	0	5	08:25	17:25	0	4	17:25
08:30	0	6	08:30	17:30	0	6	17:30
08:35	0	4	08:35	17:35	0	2	17:35
08:40	0	3	08:40	17:40	0	4	17:40
08:45	0	6	08:45	17:45	0	8	17:45
08:50	0	5	08:50	17:50	0	4	17:50
08:55	0	2	08:55	17:55	0	6	17:55
09:00	0	4	09:00	18:00	0	3	18:00
09:05	0	5	09:05	18:05	2	3	18:05
09:10	0	3	09:10	18:10	0	3	18:10
09:15	0	3	09:15	18:15	0	4	18:15
09:20	0	1	09:20	18:20	0	3	18:20
09:25	0	1	09:25	18:25	0	2	18:25
09:30	0	3	09:30	18:30	0	4	18:30
09:35	0	1	09:35	18:35	0	1	18:35
09:40	0	4	09:40	18:40	0	4	18:40
09:45	0	2	09:45	18:45	0	6	18:45
09:50	0	2	09:50	18:50	0	1	18:50
09:55	0	2	09:55	18:55	0	1	18:55
AVE	0.00	6.56	AVE	AVE	0.17	2.94	AVE

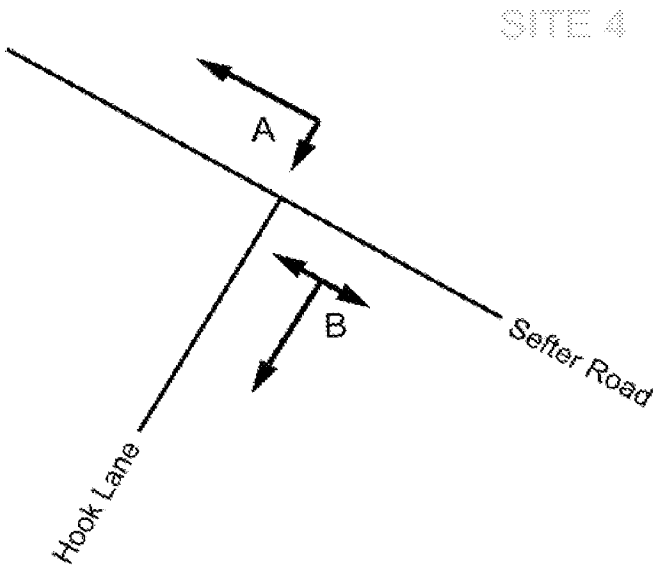


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 4							
TIME	A	B	TIME	TIME	A	B	TIME
07:00	0	1	07:00	16:00	0	2	16:00
07:05	0	2	07:05	16:05	0	2	16:05
07:10	2	1	07:10	16:10	2	1	16:10
07:15	0	2	07:15	16:15	0	1	16:15
07:20	0	3	07:20	16:20	0	3	16:20
07:25	0	2	07:25	16:25	0	1	16:25
07:30	0	2	07:30	16:30	0	2	16:30
07:35	0	3	07:35	16:35	0	2	16:35
07:40	0	2	07:40	16:40	2	2	16:40
07:45	5	2	07:45	16:45	0	2	16:45
07:50	0	3	07:50	16:50	1	3	16:50
07:55	0	3	07:55	16:55	1	1	16:55
08:00	0	4	08:00	17:00	0	3	17:00
08:05	0	3	08:05	17:05	2	1	17:05
08:10	0	3	08:10	17:10	1	3	17:10
08:15	0	2	08:15	17:15	2	2	17:15
08:20	0	2	08:20	17:20	1	1	17:20
08:25	0	3	08:25	17:25	1	1	17:25
08:30	0	2	08:30	17:30	2	2	17:30
08:35	0	1	08:35	17:35	0	2	17:35
08:40	0	1	08:40	17:40	0	2	17:40
08:45	0	2	08:45	17:45	0	3	17:45
08:50	0	3	08:50	17:50	0	2	17:50
08:55	0	2	08:55	17:55	0	2	17:55
09:00	0	3	09:00	18:00	0	3	18:00
09:05	1	2	09:05	18:05	0	6	18:05
09:10	0	4	09:10	18:10	0	1	18:10
09:15	0	2	09:15	18:15	0	2	18:15
09:20	0	1	09:20	18:20	0	1	18:20
09:25	2	2	09:25	18:25	0	1	18:25
09:30	0	2	09:30	18:30	3	2	18:30
09:35	0	2	09:35	18:35	0	1	18:35
09:40	0	1	09:40	18:40	0	1	18:40
09:45	0	2	09:45	18:45	1	1	18:45
09:50	0	1	09:50	18:50	0	2	18:50
09:55	0	1	09:55	18:55	1	1	18:55
AVE	0.28	2.14	AVE	AVE	0.56	1.89	AVE

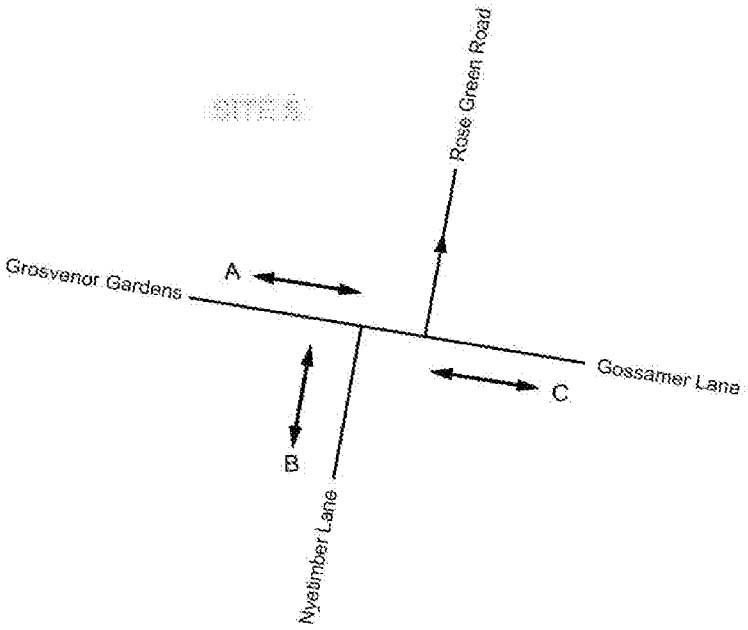


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 5									
TIME	A	B	C	TIME	TIME	A	B	C	TIME
07:00	1	3	2	07:00	16:00	5	6	9	16:00
07:05	1	3	3	07:05	16:05	10	7	9	16:05
07:10	2	1	2	07:10	16:10	6	12	10	16:10
07:15	1	3	2	07:15	16:15	3	7	11	16:15
07:20	1	3	5	07:20	16:20	3	8	7	16:20
07:25	4	5	7	07:25	16:25	7	8	10	16:25
07:30	2	5	3	07:30	16:30	8	11	10	16:30
07:35	1	6	7	07:35	16:35	7	12	8	16:35
07:40	5	8	8	07:40	16:40	3	9	9	16:40
07:45	2	7	8	07:45	16:45	5	11	10	16:45
07:50	4	8	11	07:50	16:50	22	8	9	16:50
07:55	2	5	5	07:55	16:55	3	13	9	16:55
08:00	5	13	9	08:00	17:00	7	11	7	17:00
08:05	5	11	7	08:05	17:05	4	9	6	17:05
08:10	4	9	8	08:10	17:10	9	10	12	17:10
08:15	2	10	11	08:15	17:15	5	4	8	17:15
08:20	7	16	9	08:20	17:20	4	8	9	17:20
08:25	3	13	11	08:25	17:25	6	5	6	17:25
08:30	8	12	10	08:30	17:30	7	8	11	17:30
08:35	7	8	8	08:35	17:35	8	7	9	17:35
08:40	9	11	12	08:40	17:40	3	9	8	17:40
08:45	9	11	12	08:45	17:45	6	5	7	17:45
08:50	3	8	11	08:50	17:50	6	8	10	17:50
08:55	3	4	5	08:55	17:55	8	6	6	17:55
09:00	6	12	7	09:00	18:00	8	4	5	18:00
09:05	6	14	12	09:05	18:05	6	7	4	18:05
09:10	11	16	7	09:10	18:10	4	3	8	18:10
09:15	4	13	7	09:15	18:15	6	6	4	18:15
09:20	2	9	7	09:20	18:20	5	4	7	18:20
09:25	5	11	7	09:25	18:25	1	6	6	18:25
09:30	3	12	6	09:30	18:30	2	8	8	18:30
09:35	3	9	6	09:35	18:35	4	5	5	18:35
09:40	5	13	7	09:40	18:40	4	5	5	18:40
09:45	4	12	7	09:45	18:45	1	4	4	18:45
09:50	2	11	10	09:50	18:50	6	7	8	18:50
09:55	7	11	8	09:55	18:55	4	7	8	18:55
AVE	4.14	9.06	7.42	AVE	AVE	5.72	7.44	7.83	AVE



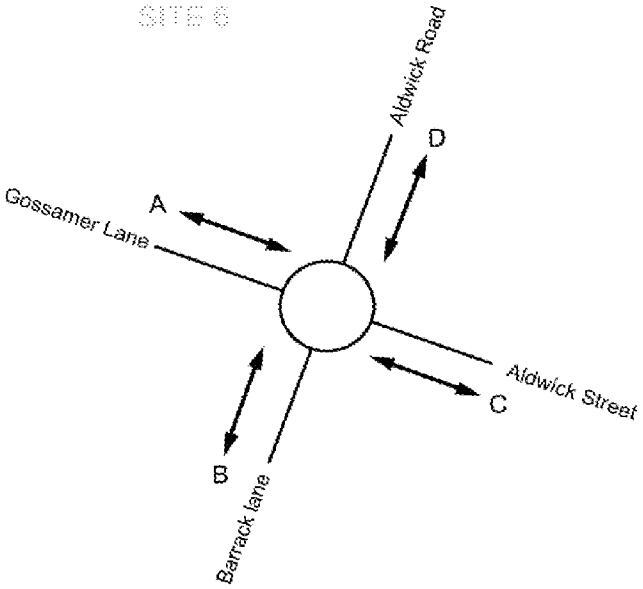
Queues are maximum vehicle lengths every 5 minutes

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 6												
TIME	A	B	C	D	TIME	TIME	A	B	C	D	TIME
07:00	1	1	0	1	07:00	16:00	4	2	1	3	16:00
07:05	1	1	0	3	07:05	16:05	2	2	3	4	16:05
07:10	1	2	1	1	07:10	16:10	6	3	2	8	16:10
07:15	0	0	1	1	07:15	16:15	2	1	6	5	16:15
07:20	0	1	0	2	07:20	16:20	3	2	5	2	16:20
07:25	0	1	1	3	07:25	16:25	3	3	4	3	16:25
07:30	0	2	3	3	07:30	16:30	2	3	3	4	16:30
07:35	1	2	1	1	07:35	16:35	2	4	4	3	16:35
07:40	4	2	2	2	07:40	16:40	4	3	4	4	16:40
07:45	2	2	2	3	07:45	16:45	3	1	3	3	16:45
07:50	1	2	2	2	07:50	16:50	1	1	3	5	16:50
07:55	4	2	1	3	07:55	16:55	2	3	5	2	16:55
08:00	2	2	4	7	08:00	17:00	1	2	4	5	17:00
08:05	7	3	5	1	08:05	17:05	5	6	5	4	17:05
08:10	4	2	4	4	08:10	17:10	2	2	7	2	17:10
08:15	1	2	2	3	08:15	17:15	4	3	4	2	17:15
08:20	1	3	5	2	08:20	17:20	4	2	5	5	17:20
08:25	4	3	3	5	08:25	17:25	4	3	4	2	17:25
08:30	0	1	2	2	08:30	17:30	2	1	5	4	17:30
08:35	4	3	5	4	08:35	17:35	3	2	3	3	17:35
08:40	2	2	2	3	08:40	17:40	1	2	4	4	17:40
08:45	7	2	6	3	08:45	17:45	2	3	3	4	17:45
08:50	2	3	1	3	08:50	17:50	3	1	2	2	17:50
08:55	2	2	4	3	08:55	17:55	2	1	2	2	17:55
09:00	4	1	1	4	09:00	18:00	1	0	5	5	18:00
09:05	3	3	3	4	09:05	18:05	4	2	3	8	18:05
09:10	3	3	2	5	09:10	18:10	1	1	1	3	18:10
09:15	1	1	6	2	09:15	18:15	3	2	2	1	18:15
09:20	1	1	2	1	09:20	18:20	2	2	2	2	18:20
09:25	3	1	1	3	09:25	18:25	2	3	3	5	18:25
09:30	5	3	2	1	09:30	18:30	1	2	3	4	18:30
09:35	2	3	4	3	09:35	18:35	1	1	5	1	18:35
09:40	4	4	5	3	09:40	18:40	3	1	1	3	18:40
09:45	4	4	1	5	09:45	18:45	3	1	4	2	18:45
09:50	1	2	4	2	09:50	18:50	1	1	4	2	18:50
09:55	2	3	3	2	09:55	18:55	3	1	3	3	18:55
AVE	2.33	2.08	2.53	2.78	AVE	AVE	2.56	2.03	3.53	3.44	AVE

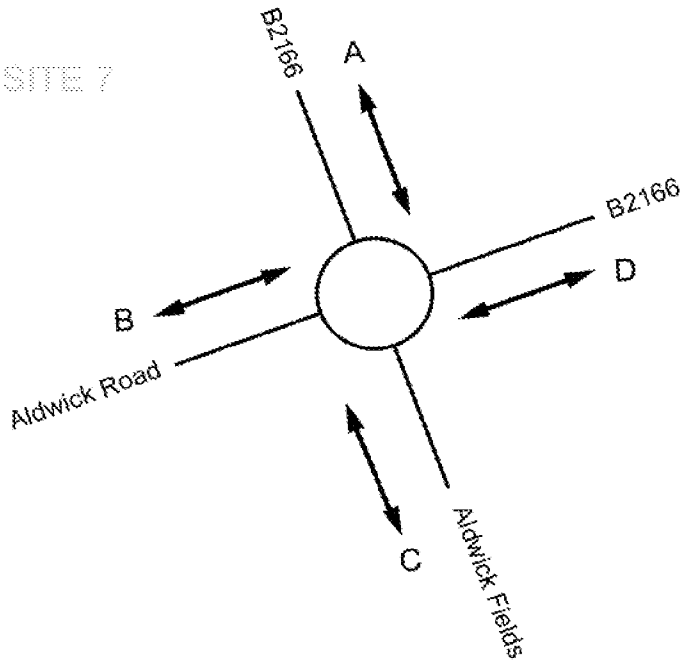


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 7												
TIME	A	B	C	D	TIME	TIME	A	B	C	D	TIME
07:00	2	0	0	0	07:00	16:00	4	1	1	2	16:00
07:05	0	1	0	0	07:05	16:05	1	1	0	4	16:05
07:10	1	1	0	0	07:10	16:10	2	3	1	2	16:10
07:15	2	1	0	0	07:15	16:15	2	1	0	1	16:15
07:20	2	1	1	2	07:20	16:20	4	2	1	0	16:20
07:25	2	0	1	0	07:25	16:25	3	3	0	5	16:25
07:30	1	1	1	0	07:30	16:30	1	0	1	3	16:30
07:35	0	2	1	0	07:35	16:35	4	4	0	6	16:35
07:40	2	2	1	0	07:40	16:40	3	0	0	1	16:40
07:45	2	0	1	6	07:45	16:45	3	1	1	2	16:45
07:50	1	1	0	0	07:50	16:50	2	2	1	3	16:50
07:55	1	1	1	4	07:55	16:55	2	2	1	3	16:55
08:00	1	3	0	4	08:00	17:00	2	3	2	3	17:00
08:05	1	2	1	3	08:05	17:05	2	3	0	4	17:05
08:10	2	2	1	1	08:10	17:10	1	1	1	3	17:10
08:15	3	2	0	0	08:15	17:15	2	2	1	2	17:15
08:20	1	0	1	0	08:20	17:20	3	1	1	1	17:20
08:25	0	0	0	2	08:25	17:25	1	1	0	3	17:25
08:30	0	3	1	1	08:30	17:30	2	0	2	2	17:30
08:35	5	2	1	2	08:35	17:35	2	4	1	1	17:35
08:40	4	6	2	4	08:40	17:40	1	1	1	1	17:40
08:45	1	1	0	3	08:45	17:45	2	1	1	3	17:45
08:50	2	1	1	0	08:50	17:50	4	2	1	2	17:50
08:55	1	3	1	2	08:55	17:55	3	1	0	2	17:55
09:00	2	3	1	4	09:00	18:00	1	0	0	2	18:00
09:05	1	1	1	1	09:05	18:05	1	0	0	2	18:05
09:10	2	2	1	3	09:10	18:10	1	1	1	1	18:10
09:15	1	1	2	3	09:15	18:15	2	2	0	3	18:15
09:20	2	2	1	2	09:20	18:20	4	1	0	2	18:20
09:25	1	2	1	2	09:25	18:25	4	0	1	2	18:25
09:30	3	3	0	6	09:30	18:30	2	2	0	1	18:30
09:35	3	2	0	1	09:35	18:35	1	1	0	2	18:35
09:40	2	3	1	1	09:40	18:40	1	2	0	1	18:40
09:45	4	1	0	1	09:45	18:45	2	2	0	1	18:45
09:50	2	1	0	3	09:50	18:50	1	0	0	3	18:50
09:55	2	4	1	0	09:55	18:55	1	0	1	0	18:55
AVE	1.72	1.69	0.69	1.69	AVE	AVE	2.14	1.42	0.58	2.19	AVE

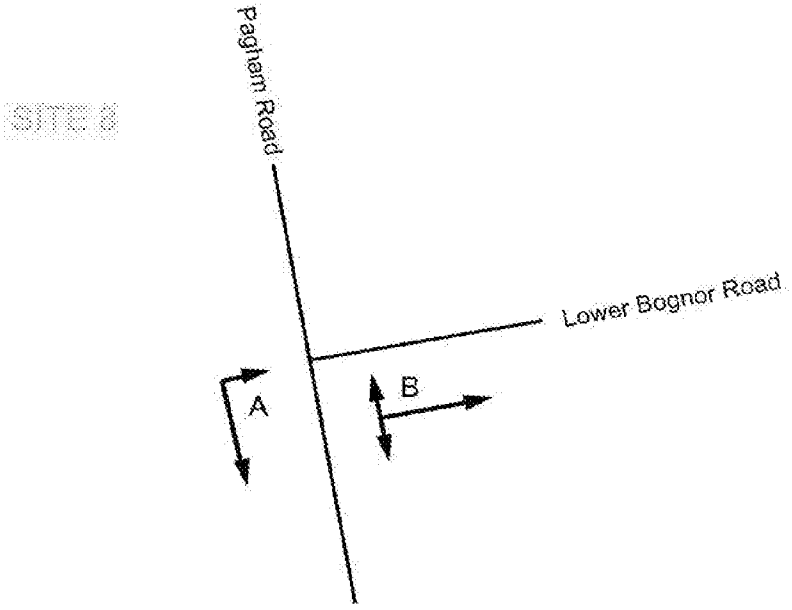


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 8							
TIME	A	B	TIME	TIME	A	B	TIME
07:00	0	3	07:00	16:00	0	6	16:00
07:05	0	4	07:05	16:05	0	11	16:05
07:10	0	3	07:10	16:10	0	8	16:10
07:15	0	3	07:15	16:15	0	3	16:15
07:20	0	5	07:20	16:20	0	5	16:20
07:25	0	3	07:25	16:25	4	7	16:25
07:30	0	4	07:30	16:30	4	10	16:30
07:35	0	4	07:35	16:35	0	16	16:35
07:40	0	3	07:40	16:40	0	6	16:40
07:45	0	6	07:45	16:45	0	4	16:45
07:50	0	3	07:50	16:50	0	5	16:50
07:55	0	5	07:55	16:55	0	10	16:55
08:00	0	3	08:00	17:00	0	8	17:00
08:05	0	4	08:05	17:05	0	6	17:05
08:10	0	3	08:10	17:10	0	2	17:10
08:15	0	2	08:15	17:15	0	3	17:15
08:20	0	3	08:20	17:20	0	4	17:20
08:25	0	4	08:25	17:25	0	3	17:25
08:30	0	5	08:30	17:30	0	5	17:30
08:35	0	2	08:35	17:35	0	5	17:35
08:40	0	7	08:40	17:40	5	4	17:40
08:45	1	1	08:45	17:45	0	4	17:45
08:50	0	2	08:50	17:50	1	3	17:50
08:55	0	7	08:55	17:55	0	3	17:55
09:00	0	3	09:00	18:00	0	3	18:00
09:05	0	2	09:05	18:05	4	3	18:05
09:10	0	3	09:10	18:10	0	3	18:10
09:15	0	3	09:15	18:15	0	2	18:15
09:20	0	4	09:20	18:20	0	3	18:20
09:25	0	6	09:25	18:25	0	2	18:25
09:30	0	5	09:30	18:30	0	3	18:30
09:35	0	3	09:35	18:35	0	2	18:35
09:40	0	2	09:40	18:40	0	3	18:40
09:45	0	5	09:45	18:45	0	2	18:45
09:50	0	3	09:50	18:50	0	4	18:50
09:55	0	4	09:55	18:55	0	1	18:55
AVE	0.03	3.67	AVE	AVE	0.50	4.78	AVE

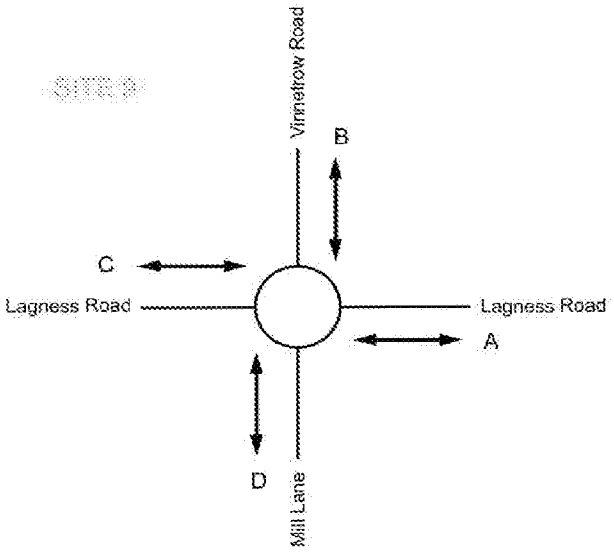


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 9												
TIME	A	B	C	D	TIME	TIME	A	B	C	D	TIME
07:00	1	1	7	1	07:00	16:00	3	0	3	4	16:00
07:05	3	1	2	2	07:05	16:05	4	2	3	5	16:05
07:10	3	0	1	1	07:10	16:10	3	1	6	1	16:10
07:15	4	1	4	1	07:15	16:15	5	0	2	3	16:15
07:20	2	0	1	1	07:20	16:20	2	1	3	5	16:20
07:25	3	0	1	1	07:25	16:25	3	1	4	1	16:25
07:30	1	2	2	2	07:30	16:30	2	0	2	4	16:30
07:35	1	1	1	1	07:35	16:35	3	1	3	3	16:35
07:40	5	0	1	2	07:40	16:40	3	2	2	4	16:40
07:45	3	1	6	1	07:45	16:45	3	2	2	3	16:45
07:50	4	2	4	2	07:50	16:50	5	2	3	4	16:50
07:55	3	1	3	3	07:55	16:55	6	1	1	4	16:55
08:00	5	2	5	2	08:00	17:00	2	0	0	5	17:00
08:05	2	1	6	3	08:05	17:05	3	0	2	4	17:05
08:10	4	3	6	2	08:10	17:10	1	1	3	4	17:10
08:15	4	2	9	2	08:15	17:15	2	1	4	4	17:15
08:20	1	1	6	2	08:20	17:20	3	1	3	5	17:20
08:25	2	2	5	2	08:25	17:25	5	0	2	5	17:25
08:30	1	1	0	3	08:30	17:30	5	0	1	5	17:30
08:35	3	0	2	3	08:35	17:35	3	1	0	5	17:35
08:40	3	0	3	2	08:40	17:40	2	2	2	3	17:40
08:45	1	0	0	1	08:45	17:45	5	0	2	5	17:45
08:50	1	1	1	2	08:50	17:50	2	1	3	5	17:50
08:55	1	0	3	1	08:55	17:55	3	0	4	3	17:55
09:00	3	1	3	1	09:00	18:00	3	1	0	3	18:00
09:05	4	0	4	2	09:05	18:05	4	1	4	4	18:05
09:10	1	1	2	1	09:10	18:10	0	1	1	2	18:10
09:15	3	1	5	1	09:15	18:15	0	1	2	3	18:15
09:20	2	1	0	3	09:20	18:20	3	1	2	3	18:20
09:25	1	0	1	3	09:25	18:25	2	1	2	3	18:25
09:30	5	1	3	2	09:30	18:30	3	0	1	2	18:30
09:35	1	1	1	1	09:35	18:35	3	1	0	3	18:35
09:40	2	0	0	0	09:40	18:40	3	1	2	4	18:40
09:45	2	1	5	3	09:45	18:45	2	0	2	2	18:45
09:50	2	1	0	1	09:50	18:50	3	0	1	3	18:50
09:55	3	1	1	3	09:55	18:55	3	2	0	2	18:55
AVE	2.50	0.89	2.89	1.78	AVE	AVE	2.97	0.83	2.14	3.56	AVE

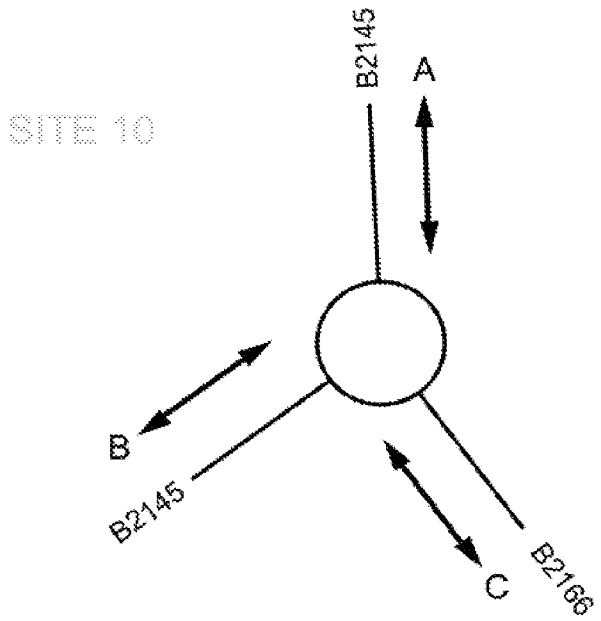


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 10									
TIME	A	B	C	TIME	TIME	A	B	C	TIME
07:00	1	3	3	07:00	16:00	5	6	10	16:00
07:05	2	5	4	07:05	16:05	4	3	2	16:05
07:10	3	5	2	07:10	16:10	2	2	4	16:10
07:15	5	4	5	07:15	16:15	8	4	3	16:15
07:20	2	5	6	07:20	16:20	10	5	4	16:20
07:25	3	11	3	07:25	16:25	8	4	5	16:25
07:30	4	10	5	07:30	16:30	15	5	6	16:30
07:35	2	6	5	07:35	16:35	10	4	6	16:35
07:40	4	5	4	07:40	16:40	7	4	7	16:40
07:45	2	5	3	07:45	16:45	5	2	10	16:45
07:50	2	6	3	07:50	16:50	7	6	6	16:50
07:55	4	9	4	07:55	16:55	7	4	4	16:55
08:00	3	9	8	08:00	17:00	6	4	4	17:00
08:05	2	6	5	08:05	17:05	6	1	6	17:05
08:10	4	6	10	08:10	17:10	7	7	7	17:10
08:15	2	11	3	08:15	17:15	14	5	3	17:15
08:20	3	3	9	08:20	17:20	15	5	5	17:20
08:25	2	9	5	08:25	17:25	7	5	7	17:25
08:30	3	9	4	08:30	17:30	4	5	5	17:30
08:35	5	4	6	08:35	17:35	4	5	6	17:35
08:40	3	5	7	08:40	17:40	5	10	9	17:40
08:45	2	2	4	08:45	17:45	5	12	5	17:45
08:50	3	3	3	08:50	17:50	4	2	3	17:50
08:55	1	6	4	08:55	17:55	4	2	4	17:55
09:00	2	3	3	09:00	18:00	4	3	1	18:00
09:05	2	3	10	09:05	18:05	9	4	2	18:05
09:10	3	5	12	09:10	18:10	4	5	4	18:10
09:15	1	3	4	09:15	18:15	5	5	3	18:15
09:20	6	14	8	09:20	18:20	4	4	6	18:20
09:25	1	7	7	09:25	18:25	4	1	3	18:25
09:30	3	3	6	09:30	18:30	3	2	1	18:30
09:35	5	2	6	09:35	18:35	1	5	3	18:35
09:40	1	3	2	09:40	18:40	2	2	3	18:40
09:45	2	1	7	09:45	18:45	2	4	5	18:45
09:50	2	6	9	09:50	18:50	4	6	2	18:50
09:55	1	5	3	09:55	18:55	5	3	2	18:55
AVE	2.67	5.61	5.33	AVE	AVE	6.00	4.33	4.61	AVE



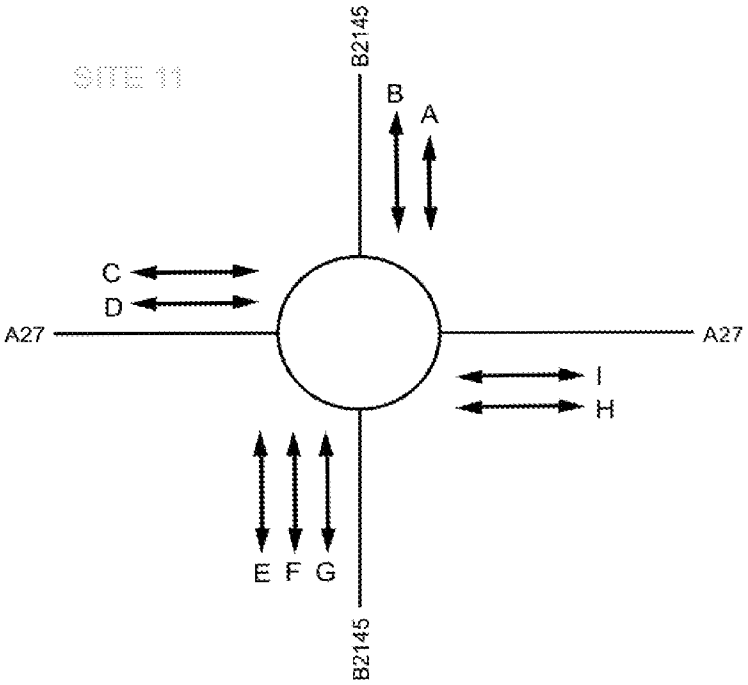
Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 11																					
TIME	A	B	C	D	E	F	G	H	I	TIME	TIME	A	B	C	D	E	F	G	H	I	TIME
07:00	2	2	5	4	5	4	2	2	5	07:00	16:00	18	4	5	7	5	3	3	6	6	16:00
07:05	1	1	9	9	8	5	5	2	3	07:05	16:05	8	3	7	8	4	4	3	7	6	16:05
07:10	2	3	4	3	15	13	6	6	8	07:10	16:10	8	4	9	11	2	3	2	5	3	16:10
07:15	4	4	12	9	11	8	4	6	3	07:15	16:15	11	6	6	8	5	3	3	5	3	16:15
07:20	1	2	12	6	8	4	6	7	4	07:20	16:20	12	3	7	8	6	4	2	6	4	16:20
07:25	1	2	21	15	13	14	5	5	4	07:25	16:25	14	1	12	7	36	3	2	10	8	16:25
07:30	7	1	13	9	16	24	11	10	8	07:30	16:30	13	2	5	10	9	3	4	9	6	16:30
07:35	3	2	15	8	14	30	5	6	6	07:35	16:35	12	2	9	11	3	4	2	15	13	16:35
07:40	1	1	11	6	13	15	18	7	3	07:40	16:40	5	5	4	6	2	3	3	14	12	16:40
07:45	4	3	4	11	11	17	13	10	6	07:45	16:45	12	4	5	6	2	4	2	7	7	16:45
07:50	1	3	6	6	9	6	6	7	5	07:50	16:50	20	4	11	12	2	2	2	12	5	16:50
00:00	2	3	9	6	11	7	18	3	5	07:55	16:55	22	5	7	9	5	2	3	7	5	16:55
00:00	2	2	9	12	5	4	15	5	5	08:00	17:00	4	2	7	9	3	2	4	6	4	17:00
00:00	2	2	10	9	8	5	8	7	5	08:05	17:05	11	6	7	9	4	3	4	9	5	17:05
00:00	8	4	15	9	4	4	11	12	10	08:10	17:10	14	3	12	16	4	2	5	12	8	17:10
00:00	3	1	7	16	13	15	14	7	5	08:15	17:15	18	3	7	11	4	4	3	9	5	17:15
00:00	2	1	13	8	13	14	17	5	5	08:20	17:20	15	3	7	13	2	7	3	11	7	17:20
00:00	2	2	7	11	10	12	11	5	5	08:25	17:25	19	5	5	14	2	2	4	13	10	17:25
00:00	1	2	5	11	6	6	13	4	5	08:30	17:30	15	3	10	13	2	2	3	14	11	17:30
00:00	8	2	7	9	9	9	12	6	5	08:35	17:35	15	3	5	12	3	3	2	13	9	17:35
00:00	4	2	7	9	9	6	5	12	6	08:40	17:40	12	3	6	8	3	3	2	8	5	17:40
00:00	3	2	8	5	8	11	7	10	6	08:45	17:45	12	2	11	13	5	5	4	5	4	17:45
00:00	2	1	5	5	4	4	4	5	5	08:50	17:50	14	2	6	14	6	3	4	6	5	17:50
00:00	1	2	7	5	4	4	3	13	8	08:55	17:55	12	4	6	6	3	2	2	7	5	17:55
00:00	2	9	11	9	6	5	4	4	6	09:00	18:00	10	3	7	6	3	3	3	5	3	18:00
00:00	2	9	4	7	5	4	4	12	5	09:05	18:05	12	2	4	6	2	7	2	5	3	18:05
00:00	2	1	12	8	6	4	5	2	3	09:10	18:10	12	2	6	8	3	8	3	5	5	18:10
00:00	1	4	9	11	4	4	7	5	3	09:15	18:15	10	3	7	4	6	3	3	5	5	18:15
00:00	5	6	11	14	5	3	5	5	5	09:20	18:20	8	4	4	6	2	3	2	5	4	18:20
00:00	2	3	12	8	7	6	5	4	4	09:25	18:25	7	2	3	7	6	1	1	12	4	18:25
00:00	2	2	11	20	3	10	3	5	3	09:30	18:30	7	2	5	7	3	2	5	7	4	18:30
00:00	2	2	15	32	5	7	1	14	3	09:35	18:35	5	2	4	5	3	3	3	7	3	18:35
00:00	3	3	21	47	3	5	2	14	12	09:40	18:40	2	1	4	5	9	5	3	6	5	18:40
00:00	8	4	39	45	4	4	2	14	14	09:45	18:45	5	2	5	6	5	3	7	9	5	18:45
00:00	4	10	49	48	6	12	3	14	10	09:50	18:50	7	3	5	6	3	2	4	5	2	18:50
00:00	2	2	47	50	4	4	3	10	6	09:55	18:55	5	3	5	9	3	2	4	4	3	18:55
10	2.83	2.92	12.83	13.89	7.92	8.58	7.31	7.36	5.67	AVE	AVE	11.28	3.08	6.53	8.78	4.72	3.28	3.08	8.08	5.61	AVE

Queues are maximum vehicle lengths every 5 minutes


SITE 11
B2145
B
A
C
D
A27
A27
I
H
E
F
G
B2145

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 12

TIME	A	B	C	D	E	F	G	H	I	J	K	TIME
07:00	3	5	0	62	71	8	10	11	0	15	12	07:00
07:05	7	4	0	62	77	10	11	9	0	14	16	07:05
07:10	4	2	0	64	81	5	25	27	1	12	16	07:10
07:15	4	1	0	71	82	5	30	31	0	10	12	07:15
07:20	5	3	1	64	79	6	39	42	0	5	5	07:20
07:25	6	4	1	59	75	10	52	54	0	12	10	07:25
07:30	4	2	0	78	94	7	74	75	1	12	10	07:30
07:35	4	3	1	92	101	4	80	81	0	12	10	07:35
07:40	6	4	3	93	103	8	90	88	0	18	15	07:40
07:45	4	3	1	96	105	6	96	95	0	12	18	07:45
07:50	4	2	1	96	106	5	96	102	0	15	18	07:50
07:55	4	3	1	101	110	10	125	123	0	10	12	07:55
08:00	6	3	1	102	112	10	135	120	10	18	15	08:00
08:05	5	6	2	94	106	8	140	130	1	30	30	08:05
08:10	3	6	1	101	109	5	145	150	0	30	30	08:10
08:15	3	6	3	90	104	7	150	150	1	30	30	08:15
08:20	5	5	1	92	100	5	150	145	1	30	30	08:20
08:25	5	4	0	87	96	5	155	150	0	30	30	08:25
08:30	5	2	1	99	111	5	150	155	16	24	22	08:30
08:35	5	3	1	99	114	5	140	158	0	26	22	08:35
08:40	4	3	2	101	118	8	150	144	0	18	20	08:40
08:45	4	2	1	97	116	6	99	102	0	27	24	08:45
08:50	5	2	1	102	114	6	99	94	1	15	12	08:50
08:55	5	3	1	101	115	10	90	86	4	16	14	08:55
09:00	4	3	1	103	119	5	47	49	0	27	22	09:00
09:05	4	3	0	105	120	6	31	34	0	12	6	09:05
09:10	5	2	2	109	124	4	16	19	0	12	5	09:10
09:15	5	2	0	111	129	5	7	15	0	15	12	09:15
09:20	12	8	0	113	134	4	10	9	0	6	15	09:20
09:25	12	8	1	129	144	3	10	9	0	22	25	09:25
09:30	7	2	0	160	160	2	10	10	1	22	24	09:30
09:35	12	8	1	160	160	5	7	7	4	15	20	09:35
09:40	8	6	1	160	160	4	8	5	1	12	12	09:40
09:45	5	5	2	160	160	5	7	5	0	24	22	09:45
09:50	7	5	0	160	160	4	6	8	0	15	20	09:50
09:55	8	3	0	160	160	4	9	10	1	20	22	09:55
AVE	5.53	3.78	0.89	103.60	114.69	5.97	69.42	69.90	1.19	17.86	17.72	AVE

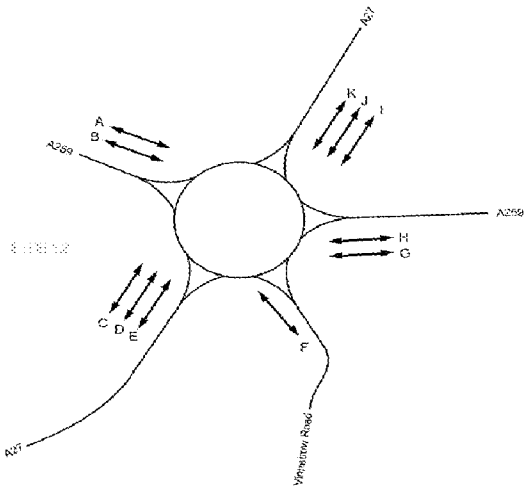
TIME	A	B	C	D	E	F	G	H	I	J	K	TIME
16:00	15	10	1	28	35	7	23	17	0	150	150	16:00
16:05	12	8	1	41	50	4	27	15	1	150	150	16:05
16:10	14	10	3	50	58	7	17	6	1	150	150	16:10
16:15	15	10	6	45	54	8	20	5	3	150	150	16:15
16:20	8	12	3	36	42	12	11	5	4	150	150	16:20
16:25	12	14	2	35	45	18	12	6	1	150	150	16:25
16:30	15	12	1	30	37	13	16	9	1	150	150	16:30
16:35	14	9	0	16	19	19	19	6	1	150	150	16:35
16:40	10	8	0	4	7	21	9	7	1	150	150	16:40
16:45	10	7	1	10	13	10	11	7	0	150	150	16:45
16:50	10	9	0	9	10	11	17	15	0	150	150	16:50
16:55	12	10	0	6	11	3	24	18	1	150	150	16:55
17:00	8	8	0	8	13	7	16	9	0	150	150	17:00
17:05	10	12	1	11	13	10	19	7	0	150	150	17:05
17:10	10	15	0	9	10	9	17	11	0	150	150	17:10
17:15	8	8	1	9	12	6	17	14	1	150	150	17:15
17:20	8	15	0	16	23	4	23	11	3	150	150	17:20
17:25	12	8	1	30	35	8	24	6	1	150	150	17:25
17:30	10	8	0	30	34	4	19	7	1	150	150	17:30
17:35	10	12	0	18	21	4	12	6	0	150	150	17:35
17:40	8	12	0	10	12	4	16	5	1	150	150	17:40
17:45	8	14	2	8	10	4	21	14	2	150	150	17:45
17:50	8	10	0	8	9	3	30	17	0	150	150	17:50
17:55	10	12	1	9	9	7	8	9	1	150	150	17:55
18:00	12	10	1	6	6	6	6	2	0	150	150	18:00
18:05	10	8	0	15	15	4	6	6	0	122	120	18:05
18:10	8	8	1	9	12	15	7	5	1	108	118	18:10
18:15	8	10	0	11	16	15	8	5	0	120	120	18:15
18:20	7	10	1	12	15	10	7	5	1	98	100	18:20
18:25	8	4	1	7	8	4	12	10	1	87	90	18:25
18:30	8	5	0	6	8	4	12	11	2	75	80	18:30
18:35	8	6	1	5	4	3	4	3	0	75	72	18:35
18:40	5	1	0	6	6	14	4	4	1	46	45	18:40
18:45	8	3	0	6	5	6	5	4	2	30	32	18:45
18:50	3	2	0	5	5	4	6	5	0	14	10	18:50
18:55	5	3	0	8	12	7	3	7	0	18	15	18:55
AVE	9.44	8.97	0.81	15.89	19.28	8.19	14.11	8.31	0.89	126.19		AVE

160

AT THIS TIME TRAFFIC FROM FURTHER UP STREAM ON THE A27 BLOCKS BACK TO, THEN THROUGH THE ROUNDABOUT. TRAFFIC QUEUES CAN BE SEEN STRETCHING BACK TO SITE 11 ALONG THE A27 THEN BEYOND.

150

AT THIS TIME QUEUES COULD BE LONGER. 150 IS THE DISTANCE IN VEHICLE LENGTHS TO THE NEXT JUNCTION AT OVING ROAD.

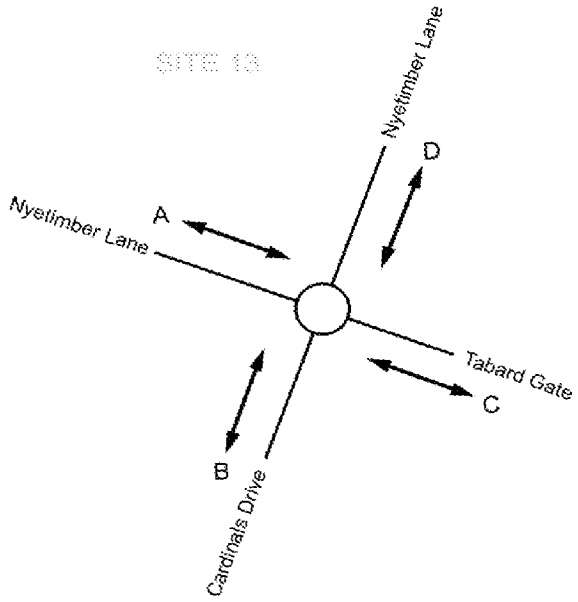


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 13												
TIME	A	B	C	D	TIME	TIME	A	B	C	D	TIME
07:00	0	0	0	0	07:00	16:00	0	1	0	0	16:00
07:05	0	1	0	0	07:05	16:05	0	1	0	1	16:05
07:10	0	0	0	0	07:10	16:10	1	0	0	1	16:10
07:15	0	1	0	0	07:15	16:15	1	2	1	1	16:15
07:20	0	1	0	1	07:20	16:20	1	0	1	1	16:20
07:25	0	0	0	0	07:25	16:25	0	0	0	1	16:25
07:30	0	0	0	0	07:30	16:30	1	1	0	0	16:30
07:35	0	1	1	0	07:35	16:35	1	1	0	0	16:35
07:40	0	1	0	0	07:40	16:40	0	2	0	1	16:40
07:45	0	0	0	0	07:45	16:45	0	1	0	3	16:45
07:50	2	0	0	0	07:50	16:50	2	1	0	1	16:50
07:55	0	0	0	1	07:55	16:55	0	0	0	0	16:55
08:00	1	2	0	2	08:00	17:00	0	1	0	1	17:00
08:05	1	1	1	1	08:05	17:05	1	1	0	1	17:05
08:10	1	2	1	0	08:10	17:10	1	2	0	0	17:10
08:15	1	0	1	0	08:15	17:15	2	1	1	3	17:15
08:20	1	0	0	0	08:20	17:20	1	0	1	3	17:20
08:25	2	3	2	0	08:25	17:25	1	1	0	1	17:25
08:30	0	2	1	0	08:30	17:30	1	1	0	10	17:30
08:35	1	0	0	0	08:35	17:35	0	0	0	2	17:35
08:40	1	0	0	0	08:40	17:40	1	0	0	5	17:40
08:45	0	3	0	0	08:45	17:45	1	1	0	1	17:45
08:50	1	0	1	0	08:50	17:50	1	4	0	2	17:50
08:55	0	3	0	0	08:55	17:55	1	0	0	0	17:55
09:00	1	1	0	1	09:00	18:00	0	1	0	1	18:00
09:05	1	0	1	2	09:05	18:05	1	0	0	1	18:05
09:10	2	2	0	0	09:10	18:10	0	0	0	0	18:10
09:15	0	0	0	2	09:15	18:15	0	2	0	0	18:15
09:20	0	0	0	1	09:20	18:20	0	0	0	1	18:20
09:25	0	0	0	0	09:25	18:25	2	2	0	0	18:25
09:30	1	0	0	2	09:30	18:30	0	1	0	0	18:30
09:35	1	0	0	0	09:35	18:35	2	1	0	1	18:35
09:40	0	1	1	0	09:40	18:40	0	0	0	0	18:40
09:45	0	1	0	0	09:45	18:45	0	1	1	0	18:45
09:50	1	2	0	3	09:50	18:50	1	0	0	0	18:50
09:55	0	0	0	0	09:55	18:55	0	0	0	0	18:55
AVE	0.53	0.78	0.28	0.44	AVE	AVE	0.67	0.83	0.14	1.19	AVE



Queues are maximum vehicle lengths every 5 minutes

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Queue Survey, Tuesday 15th September 2015

Junction: (4) Rose Green Road / Grosvenor Gardens / Carlton Avenue

Queues Measured as Stationary and/or Slow Moving traffic less than 5mph (Maximum Observed in Period)

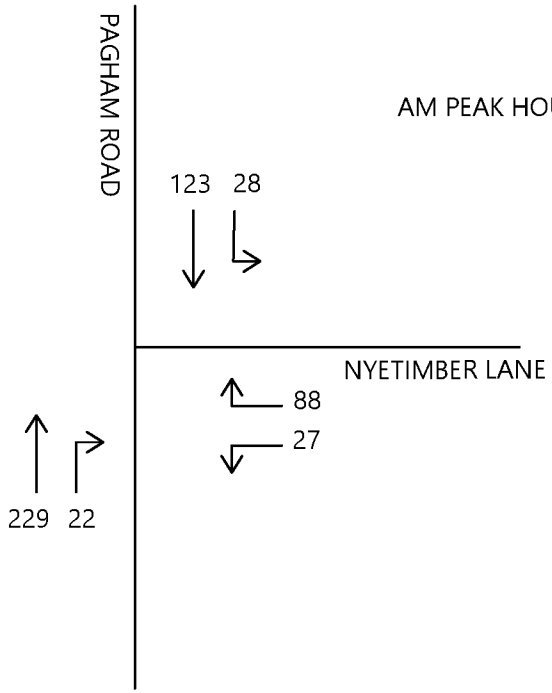
	Queue Lengths (Vehicles)			
TIME	Rose Green Rd (SB)	Grosvenor Gardens	Carlton Avenue	Rose Green Rd (EB)
700	0	0	0	0
705	0	0	0	0
710	0	0	0	0
715	0	0	0	0
720	2	0	0	0
725	0	0	0	0
730	0	0	0	0
735	0	0	0	0
740	3	0	0	0
745	3	0	2	0
750	0	0	0	0
755	0	0	0	0
800	0	0	0	0
805	3	0	0	0
810	2	0	0	0
815	0	0	0	0
820	0	0	0	0
825	0	0	0	0
830	0	0	0	0
835	2	0	0	0
840	0	0	0	0
845	0	0	0	0
850	0	0	2	0
855	0	0	0	0
900	2	0	0	0
905	2	0	0	0
910	0	0	0	0
915	0	0	0	0
920	0	0	0	0
925	0	0	3	0
930	0	0	0	0
935	0	0	0	0
940	0	0	0	0
945	2	0	0	0
950	0	0	0	0
955	0	0	0	0

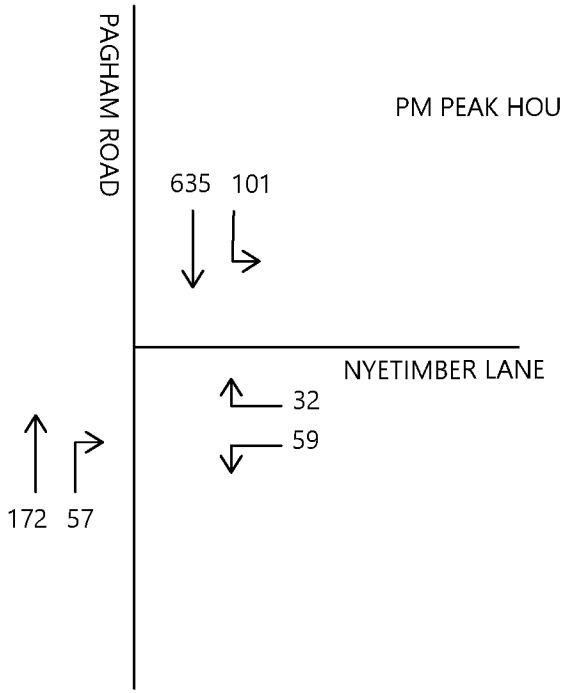
	Queue Lengths (Vehicles)			
TIME	Rose Green Rd (SB)	Grosvenor Gardens	Carlton Avenue	Rose Green Rd (EB)
1600	0	0	0	0
1605	0	0	0	0
1610	0	0	0	0
1615	0	0	0	0
1620	0	0	0	0
1625	0	0	0	0
1630	0	0	2	0
1635	0	0	0	0
1640	0	0	0	0
1645	0	0	0	0
1650	0	0	0	0
1655	2	0	0	0
1700	0	0	0	0
1705	0	0	0	0
1710	0	0	0	0
1715	0	0	0	0
1720	0	0	2	0
1725	0	0	0	0
1730	0	0	0	0
1735	2	0	0	0
1740	0	0	0	0
1745	0	0	0	0
1750	0	0	0	0
1755	0	0	0	0
1800	2	0	0	0
1805	0	0	0	0
1810	0	0	0	0
1815	0	0	0	0
1820	2	0	0	0
1825	0	0	0	0
1830	0	0	0	0
1835	2	0	0	0
1840	0	0	0	0
1845	0	0	0	0
1850	0	0	0	0
1855	0	0	0	0

Appendix 9

Traffic Survey Results – Turning Movement Diagrams

ARUN DISTRICT COUNCIL P/140/16/OUT





NOTES
North point is indicative only

CLIENT:
HANBURY PROPERTIES LIMITED

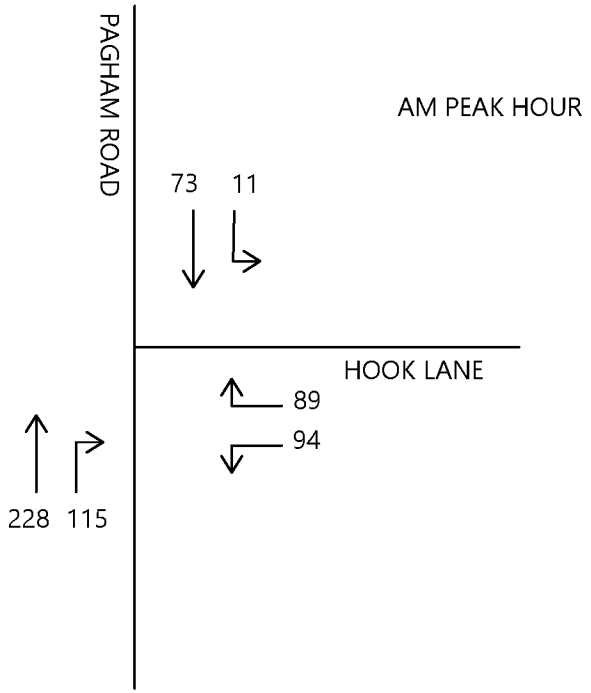
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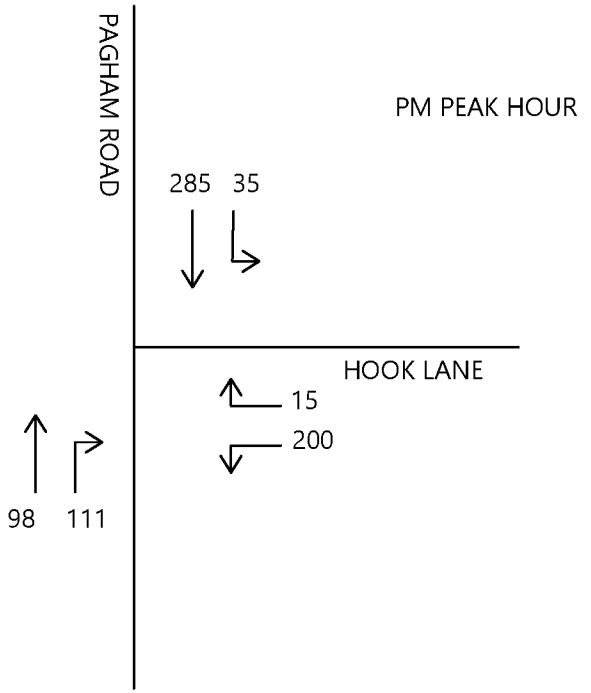
PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE:
PAGHAM ROAD/NYETIMBER LANE - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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ARUN DISTRICT COUNCIL P/140/16/OUT





NOTES
North point is indicative only

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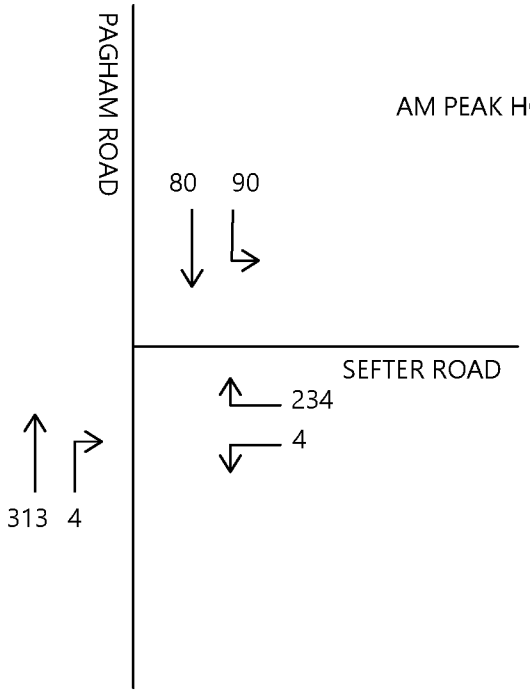
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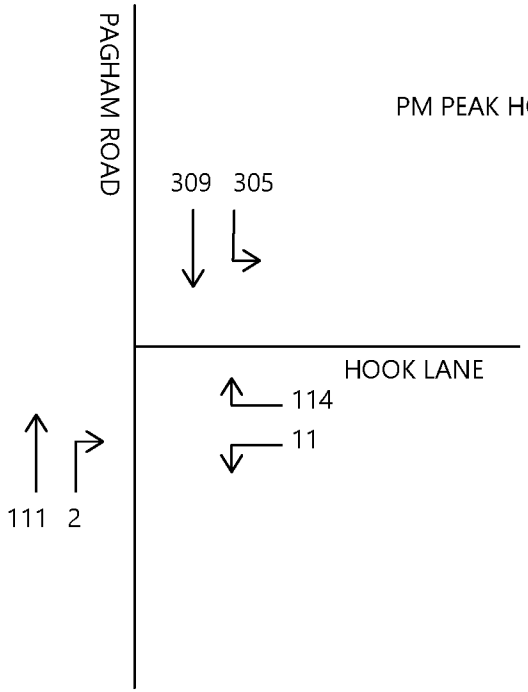
PROJECT: LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE: PAGHAM ROAD/HOOK LANE - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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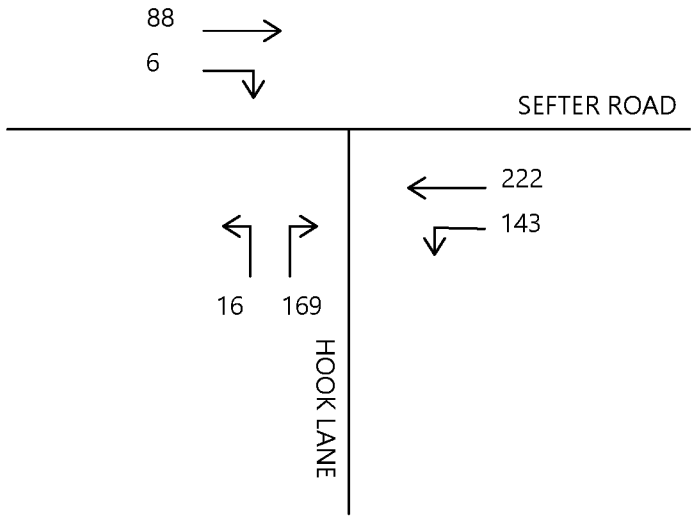
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SCALE: NOT TO SCALE		DATE: 04/08/16	

PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

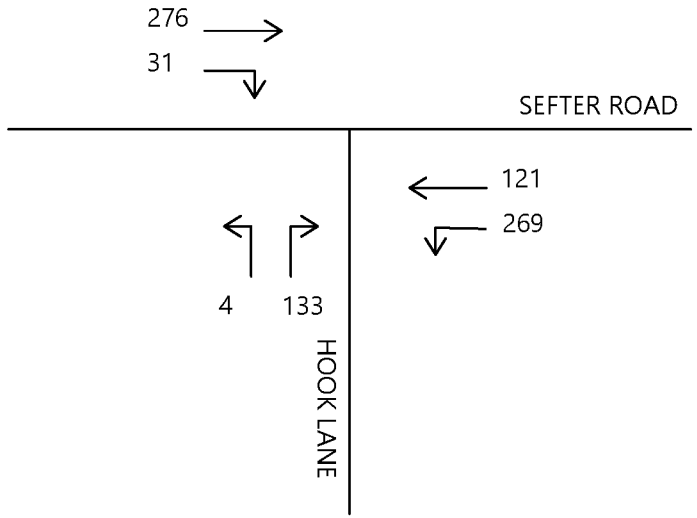
TITLE:
PAGHAM ROAD/SEFTER ROAD - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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AM PEAK HOUR



PM PEAK HOUR



NOTES:
North point is indicative only



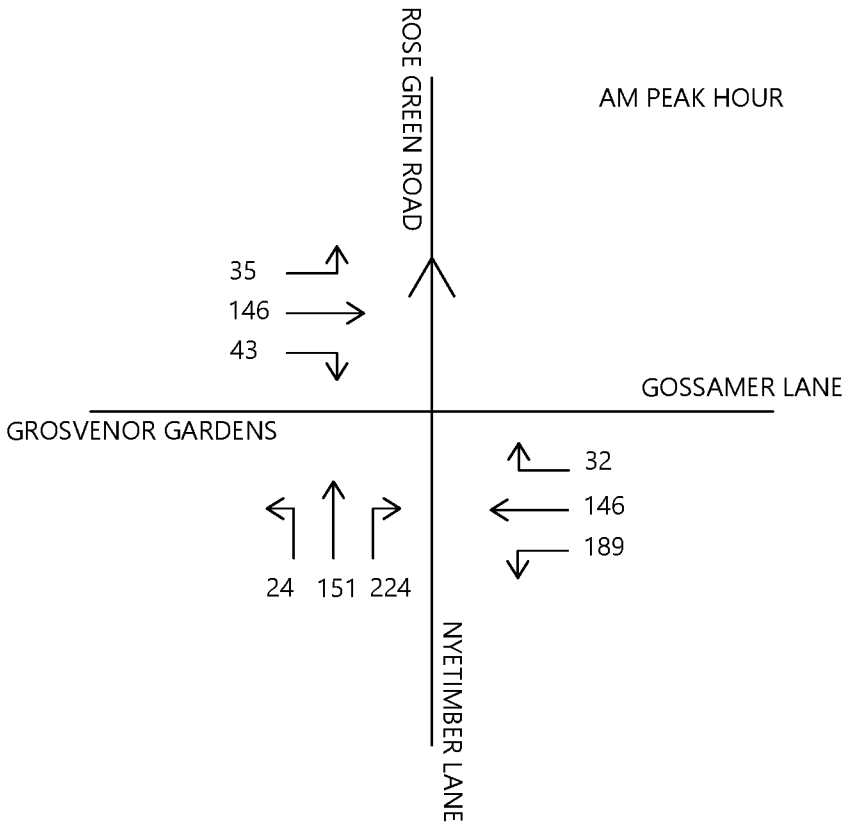
CLIENT:
HANBURY PROPERTIES LIMITED

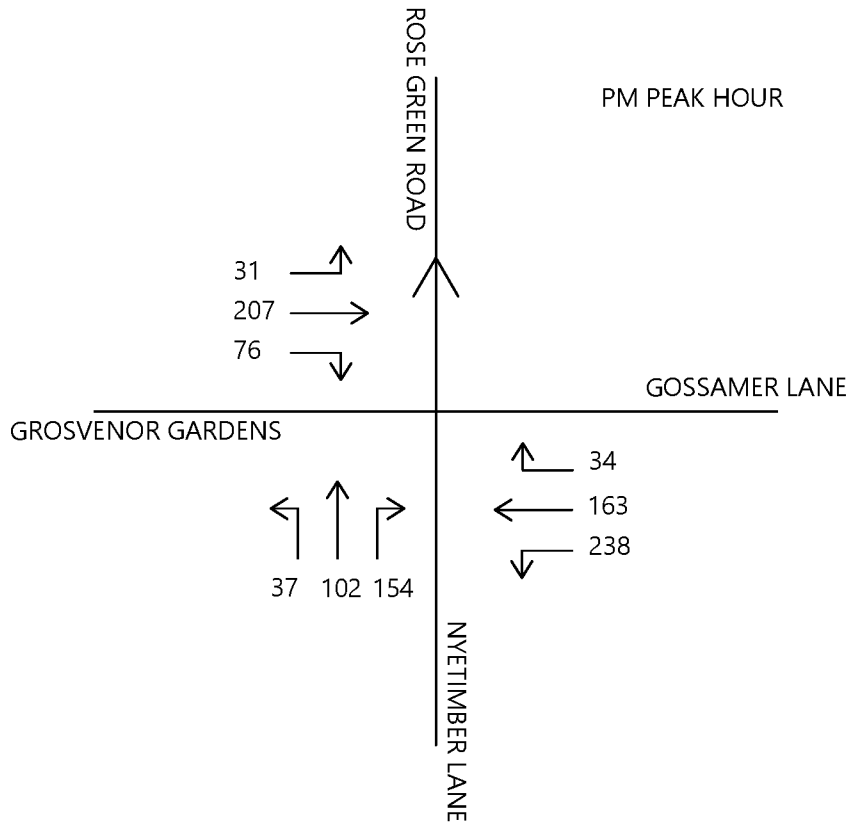
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SCALE: NOT TO SCALE		DATE: 04/08/16	

PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE:
SEFTER ROAD/HOOK LANE - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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CLIENT: HANBURY PROPERTIES LIMITED

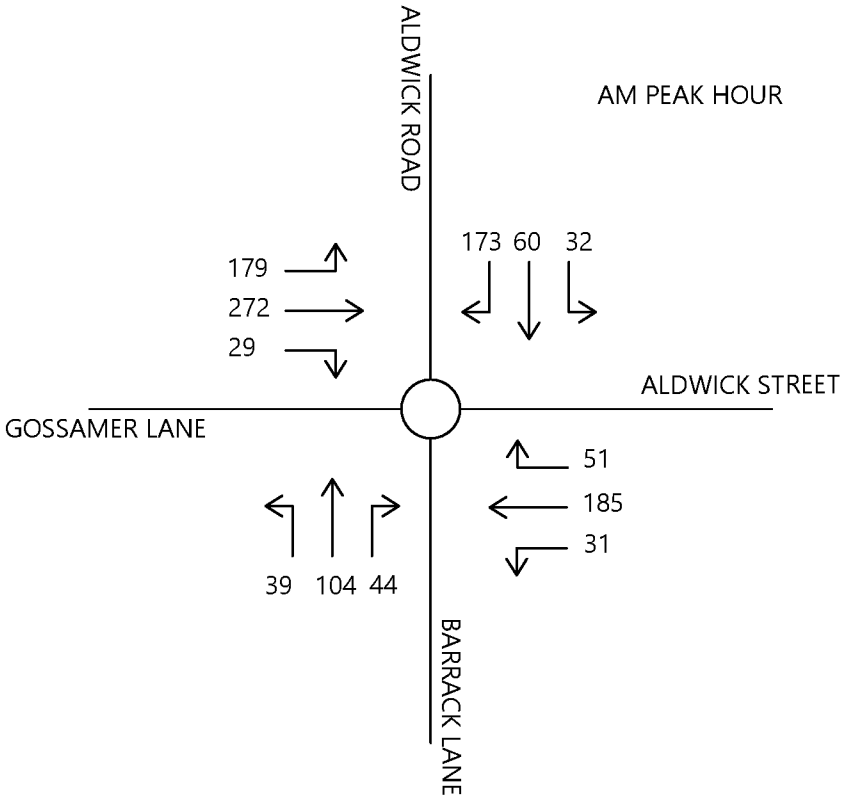
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SCALE: NOT TO SCALE		DATE: 04/08/16	

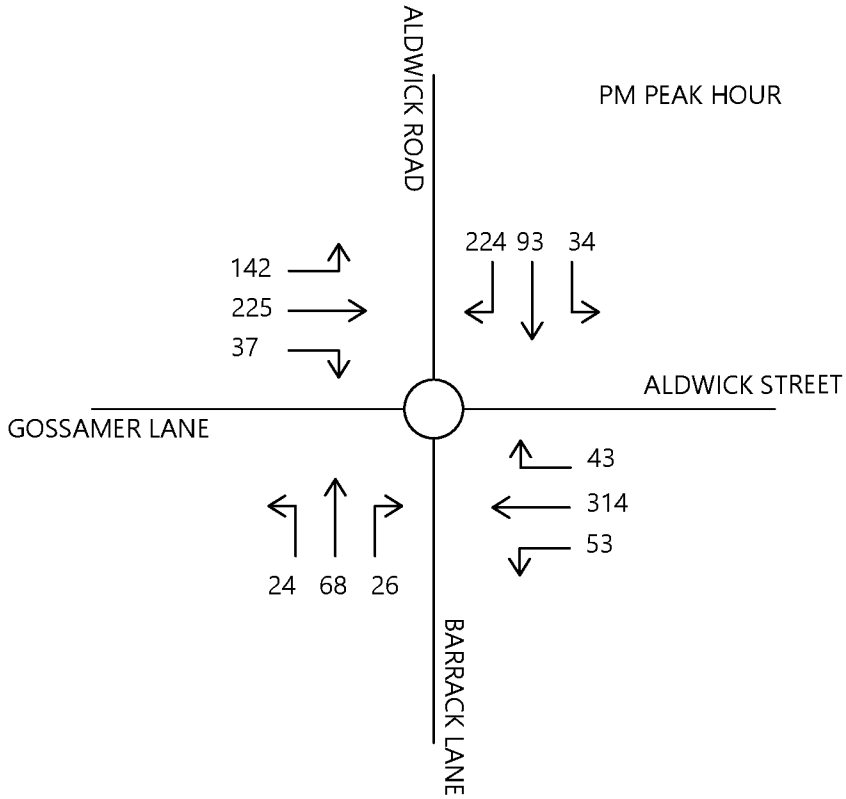
PROJECT: LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE: GOSSAMER LANE/NYETIMBER LANE - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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NOTES:
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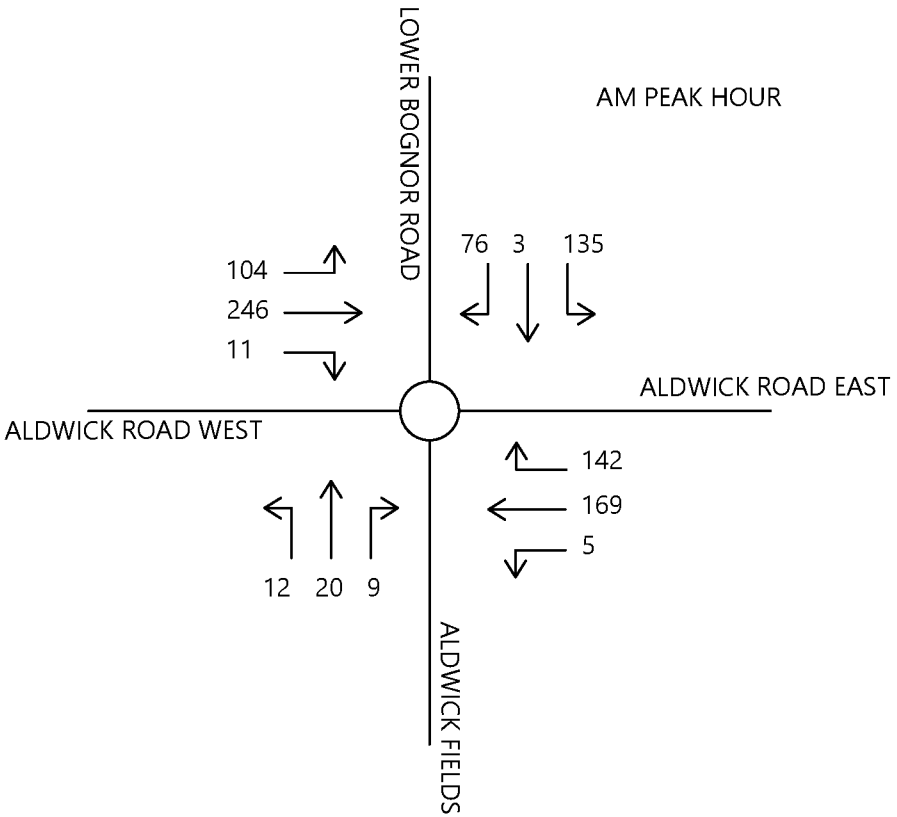
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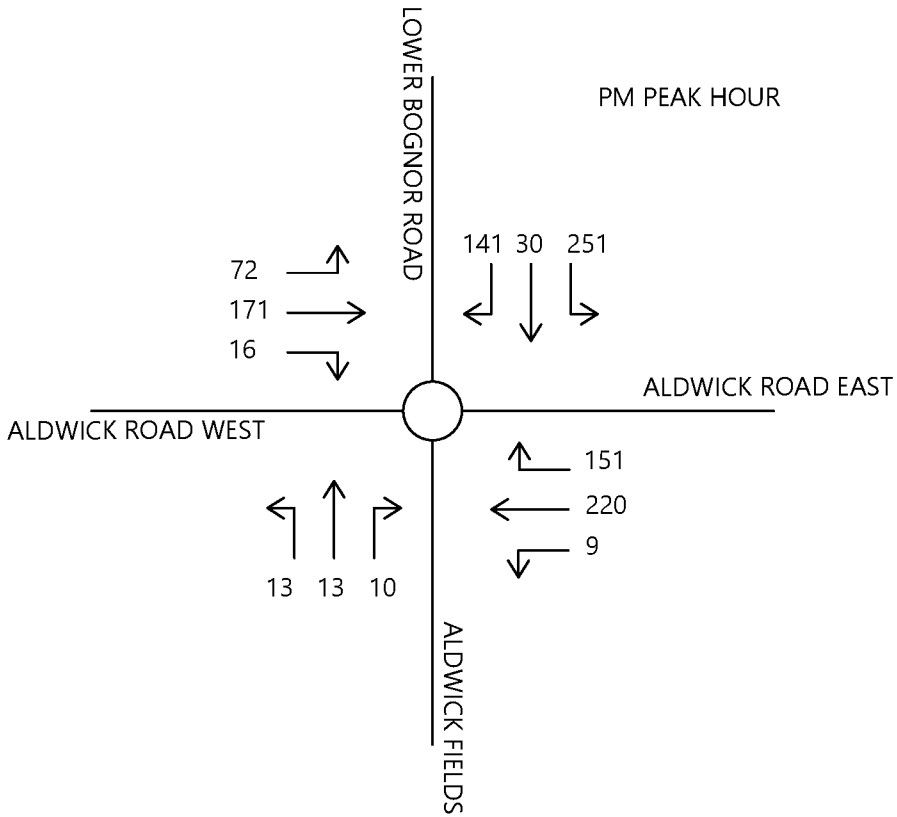
SCALE:	DATE:
NOT TO SCALE	05/01/17

PROJECT:
PAGHAM SOUTH

TITLE:
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- 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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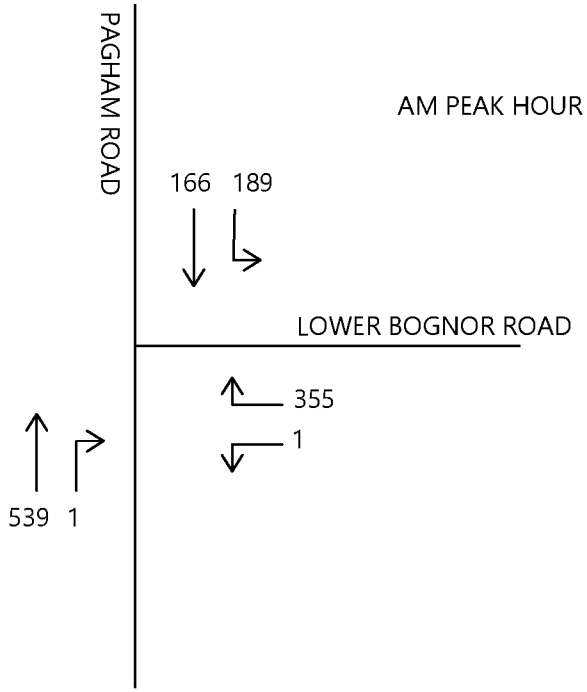
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SCALE: NOT TO SCALE		DATE: 05/01/17	

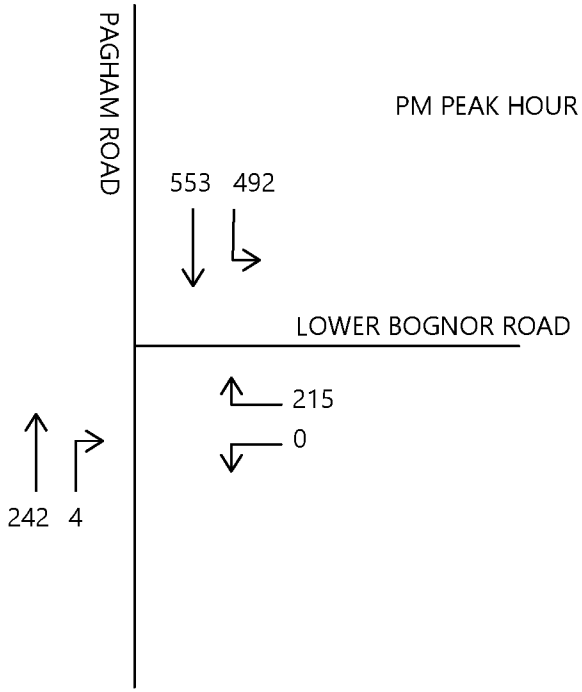
PROJECT: PAGHAM SOUTH

TITLE: LOWER BOGNOR ROAD/ALDWICK ROAD - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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1616	JUNCTION 8	FB	DT

SCALE:	DATE:
NOT TO SCALE	04/08/16

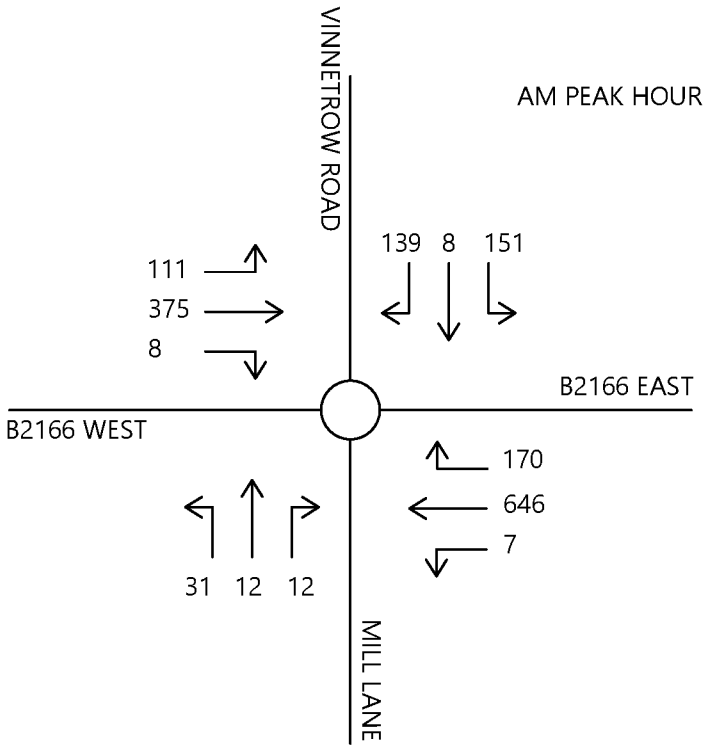
PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

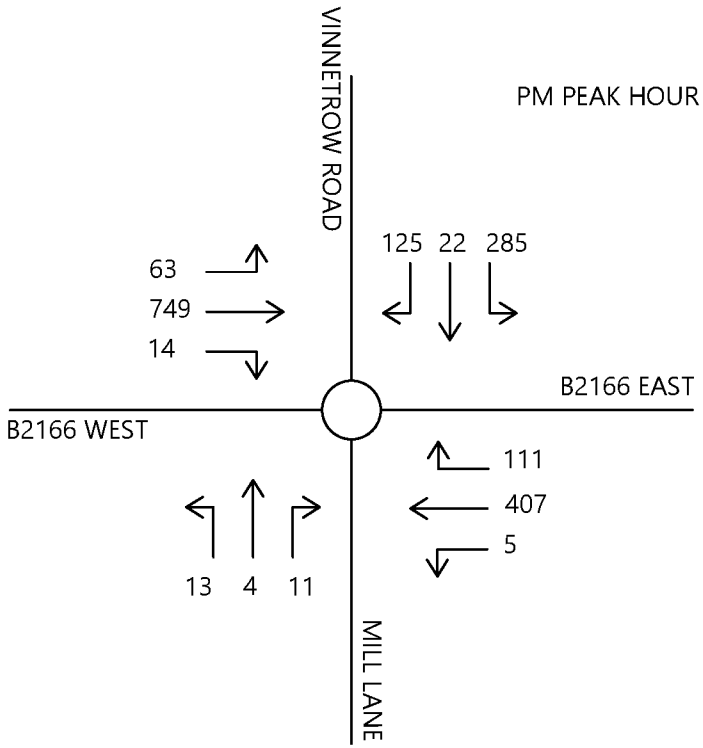
TITLE:
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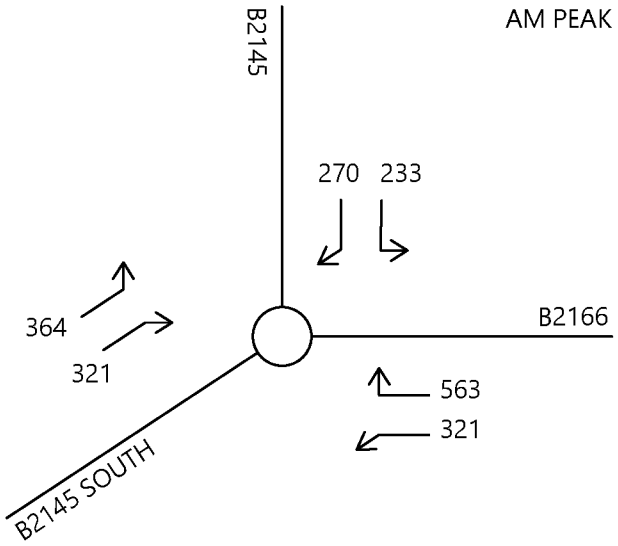
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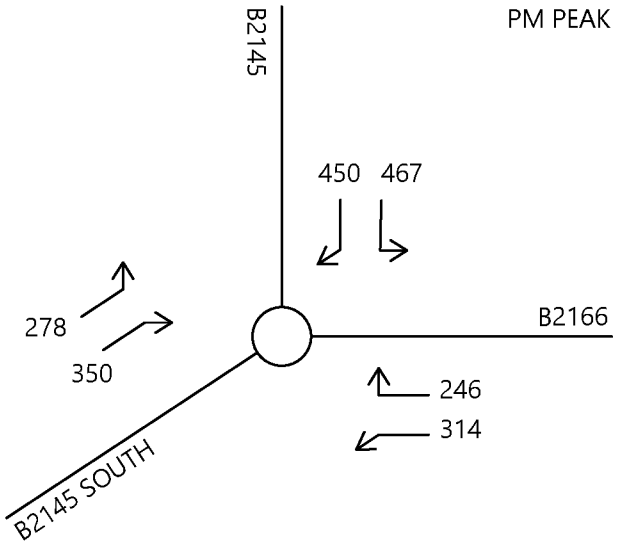
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1616	JUNCTION 9	FB	DT
SCALE: NOT TO SCALE		DATE: 05/08/16	

PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE:
VINNETROW ROAD/B2166 - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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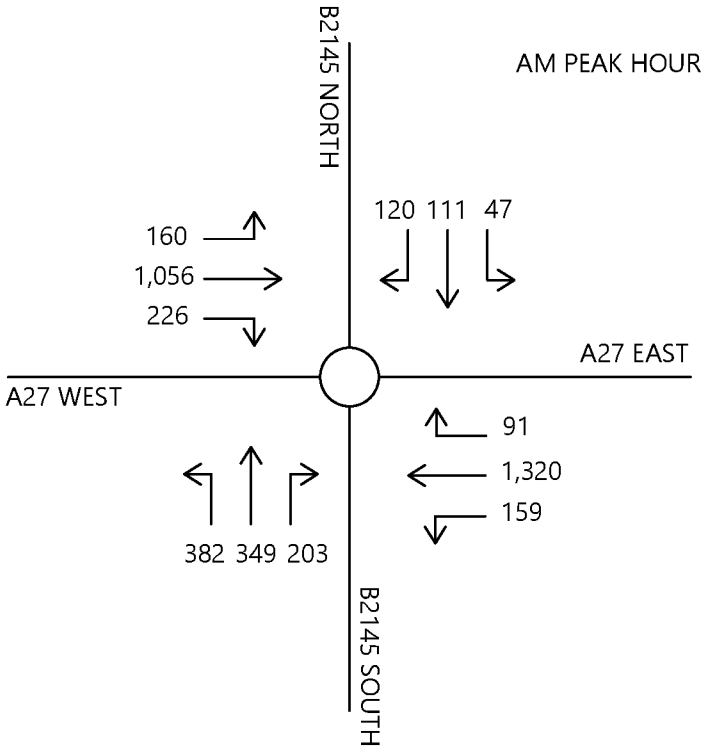
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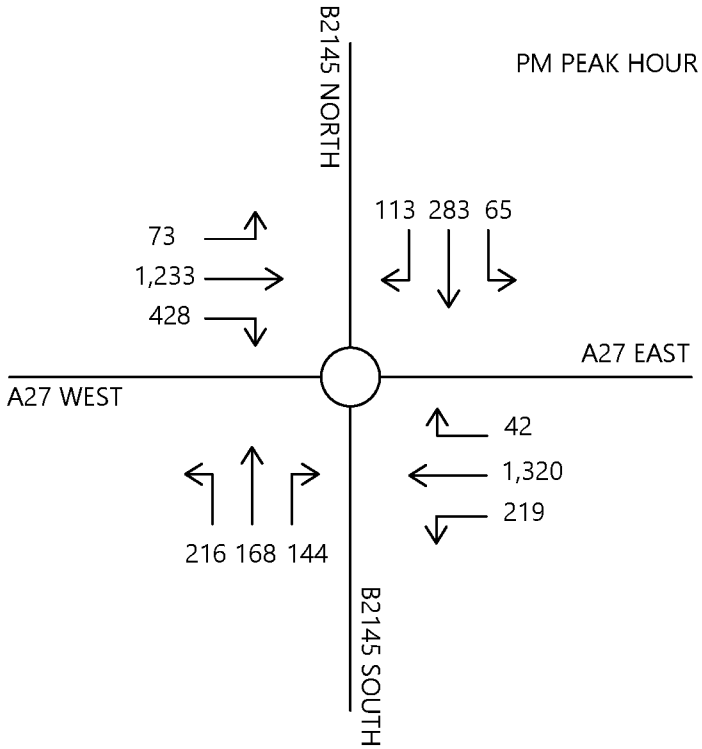
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1616	JUNCTION 10	FB	DT
SCALE: NOT TO SCALE		DATE: 05/08/16	

PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE:
B2145/B2166 -
2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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SCALE: NOT TO SCALE		DATE: 05/08/16	

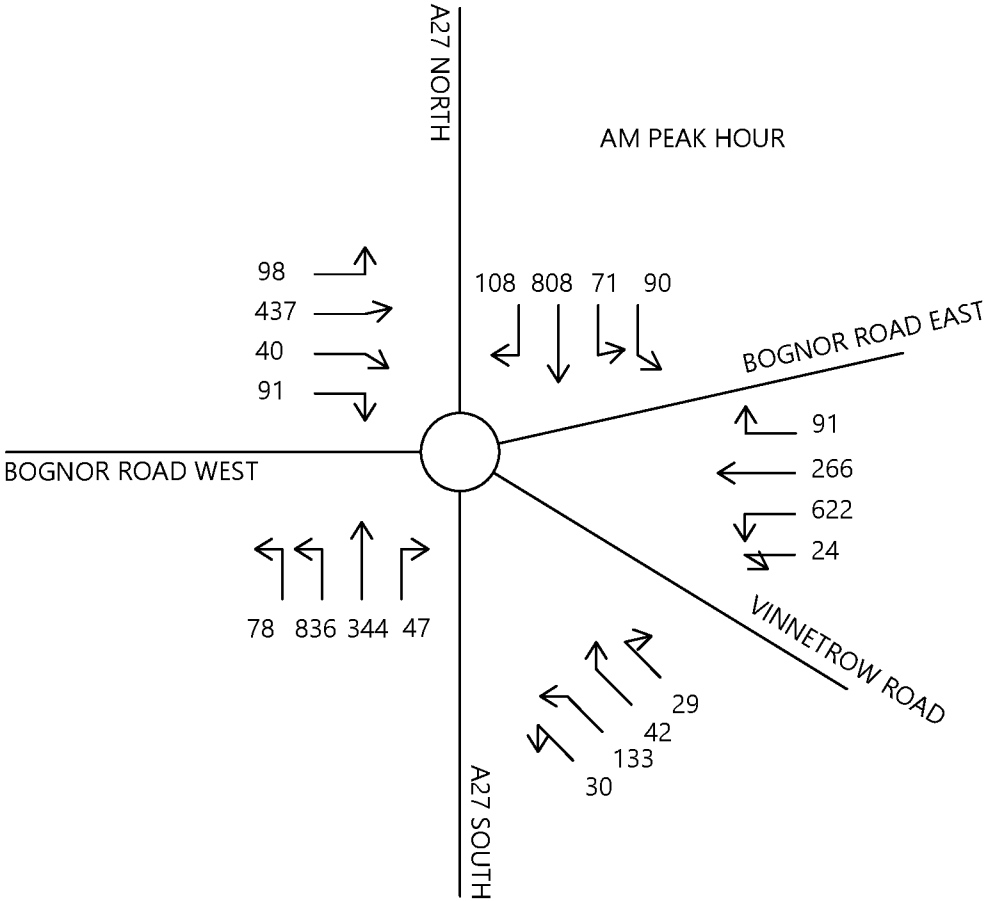
PROJECT: LAND SOUTH OF SUMMER LANE, PAGHAM

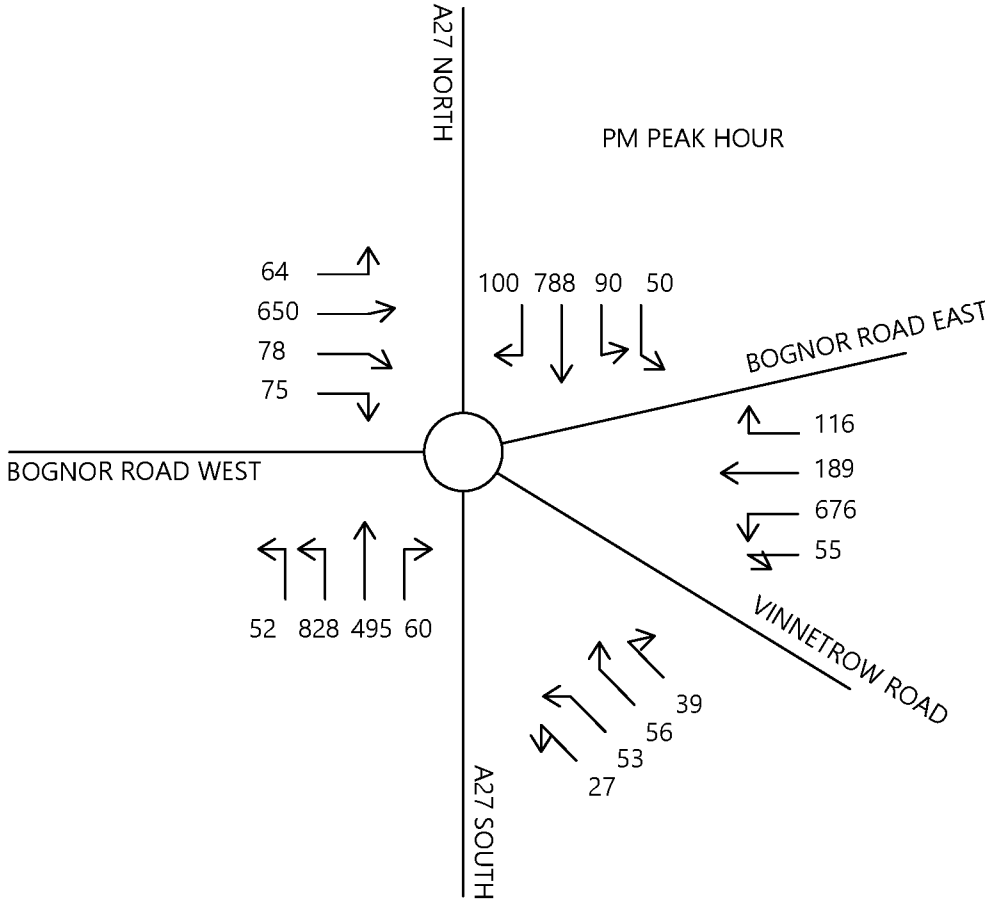
TITLE: A27/B2145 - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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SCALE: NOT TO SCALE		DATE: 05/08/16	

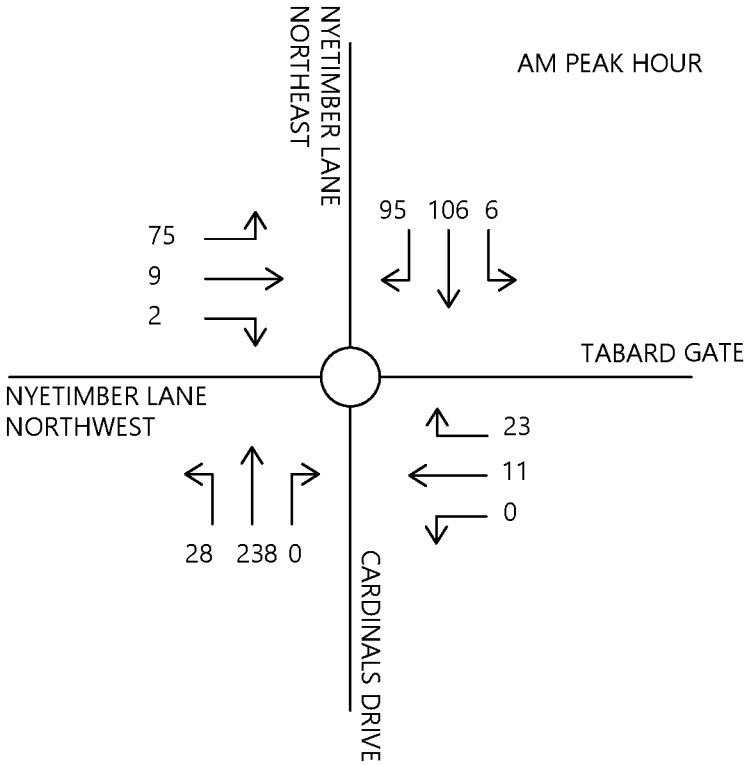
PROJECT: LAND SOUTH OF SUMMER LANE, PAGHAM

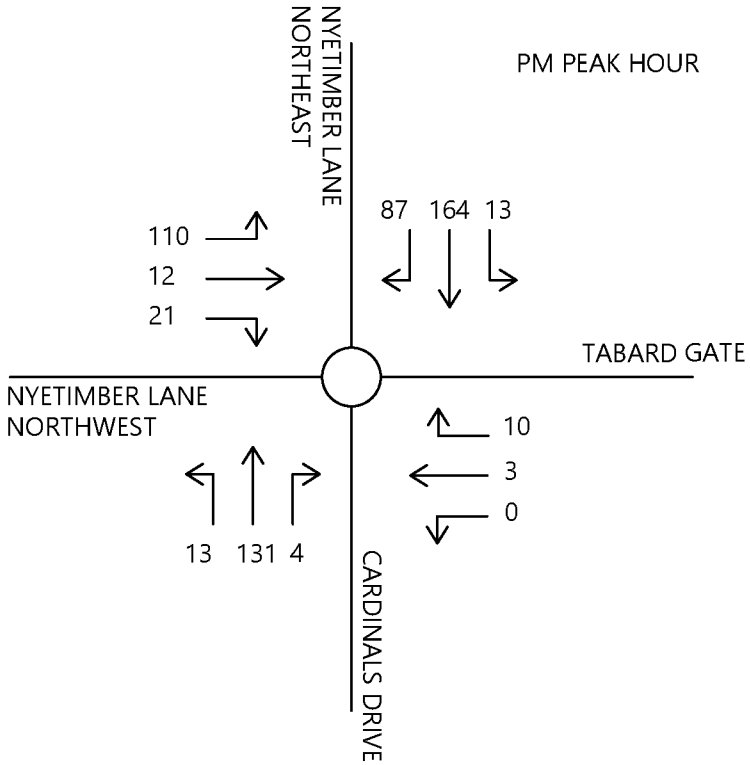
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1616	JUNCTION 13	FB	DT

SCALE: NOT TO SCALE
DATE: 05/01/17

PROJECT:
PAGHAM SOUTH

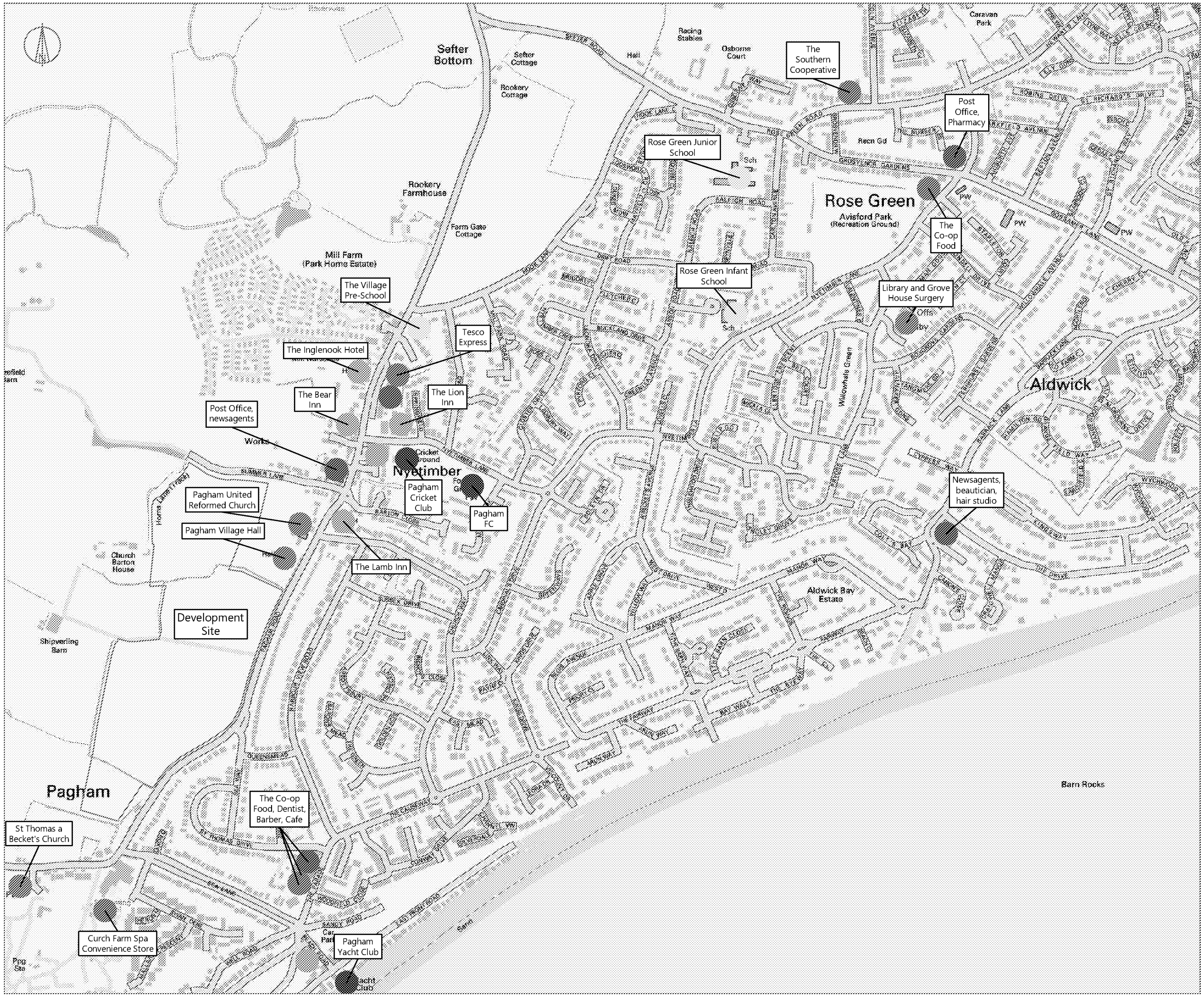
TITLE:
NYETIMBER LANE/TABARD GATE
- 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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Appendix 10

Plan Showing Local Services and Amenities

ARUN DISTRICT COUNCIL P/140/16/OUT



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Site boundary shown as approximate only.

KEY:
- Education
- Community
- Convenience Retail
- Sports Facilities
- Food and Drink
- Local Centre Facilities

ISSUE	REASON FOR REVISION	DATE

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	07	NOT TO SCALE

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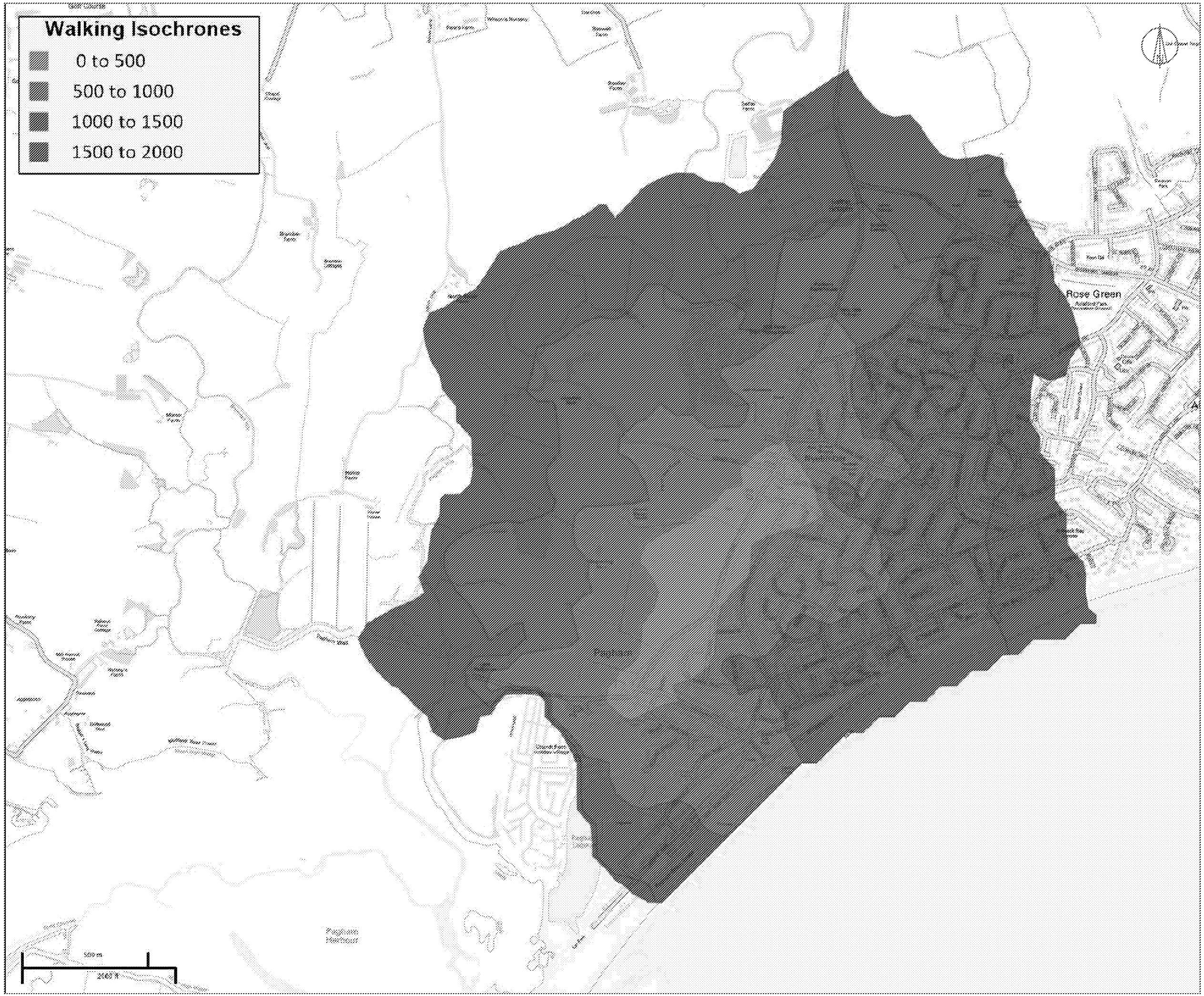
LOCAL SERVICES AND AMENITIES

DATE:	DRAWN BY:	CHECKED:
04/08/16	FB	DT

Appendix 11

Walking Isochrone Mapping

ARUN DISTRICT COUNCIL P/140/16/OUT



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ISSUE	REASON FOR REVISION	DATE

PROJECT:
PAGHAM SOUTH, PAGHAM

CLIENT:
HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	08	SCALE SHOWN

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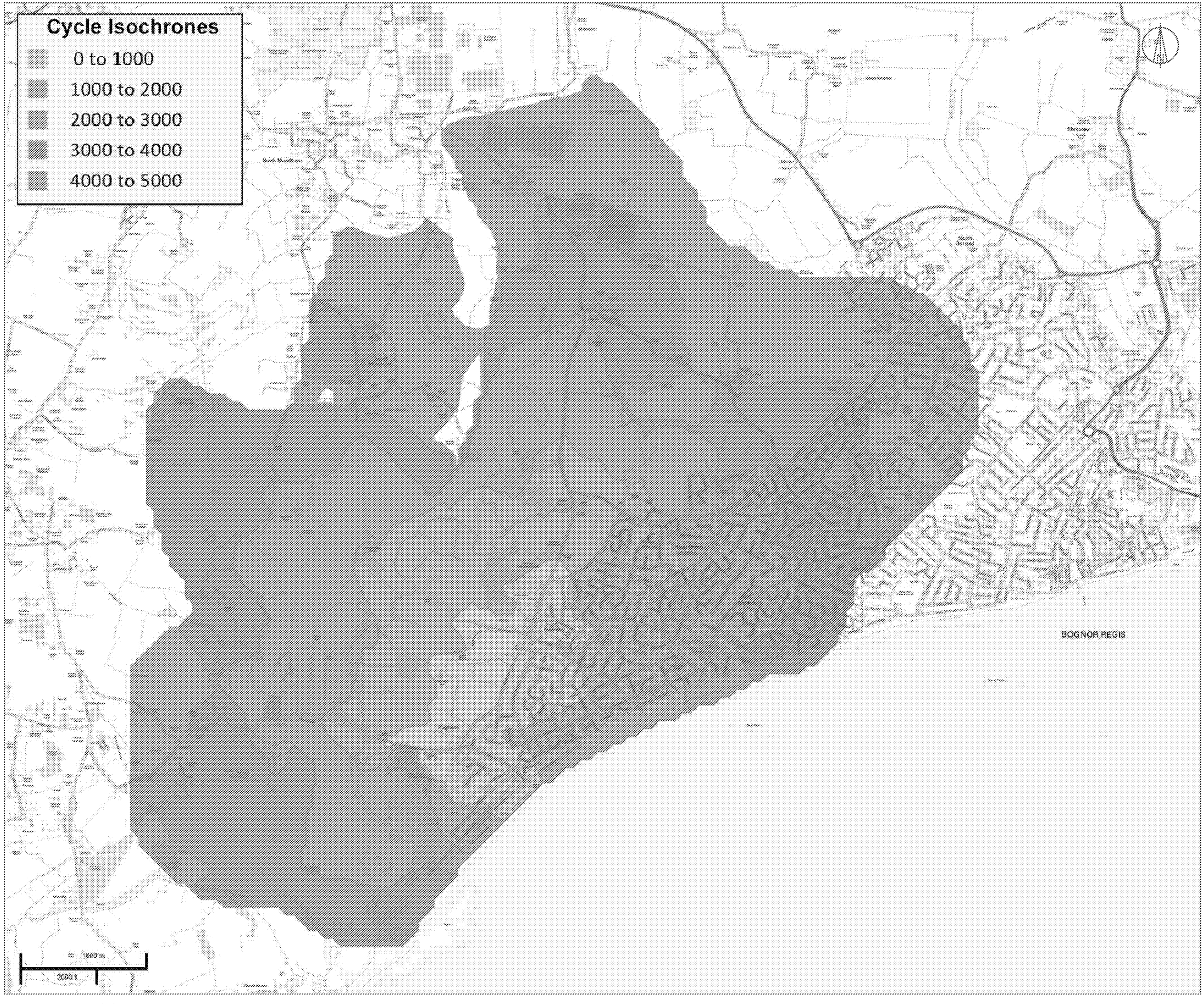
TITLE:
WALKING ISOCHRONES

DATE:	DRAWN BY:	CHECKED:
05/12/16	FB	DT

Appendix 12

Cycling Isochrone Mapping

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ISSUE	REASON FOR REVISION	DATE

PROJECT:

PAGHAM SOUTH,
PAGHAM

CLIENT:

HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	09	SCALE SHOWN

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TITLE:

CYCLING ISOCHRONES

DATE:	DRAWN BY:	CHECKED:
05/12/16	FB	DT

Appendix 13

Internal Movement Strategy and Access to Wider PRoW Network Plans

ARUN DISTRICT COUNCIL P/140/16/OUT

Links to PRoW

Fp130

Summer Lane

ANOG

Pagham Village Hall

Pagham Road

Links to PRoW

Fp101

Links to PRoW

0m 25m 100m

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- Open Space Network
- Existing PRoW
- Proposed Development
- Proposed Vehicular Access
- Proposed Primary Pedestrian Routes (2.4km Circuit)
- Proposed Secondary Pedestrian Routes

On behalf of: HANBURY

Produced by: DAVIESLANDSCAPE ARCHITECTS

Suite F1, Stroud House, Russell Street, Stroud, Gloucestershire, GL5 3AN

t: 01453 760330 e: info@dla-uk.co.uk w: www.dla-uk.co.uk

PROJECT:

Proposed Mixed Use Development at Pagham South

DRAWING TITLE:

Internal Movement Strategy

DATE: February 2017 SCALE: 1:2500@A3

REPORT REFERENCE: DLA.1731.L003.12

V:\Server DATA\1731 Pagham Phase 2\Landscape\Drawings\Planning\L003.12 - Internal Movement Strategy.CDR



LEGEND

- Site Boundary
- Local Roads
- Existing Development
- Existing Public Rights of Way
- Existing Parish Link
- Land North of Summer Lane
- Proposed Development
- Proposed Vehicular Access
- Proposed Primary Footpath Routes
- Proposed Secondary Footpath Routes
- 4.3km Route
- 2.8km Route
- 4km Route

0m 100m 500m

Environmental Statement

On behalf of: HANDLEY

Produced by: DAVIESLANDSCAPE ARCHITECTS

Suite 51, Kimbrel house, Russell Street, Stroud, Gloucestershire, GL5 2AH
t: 01453 766355 e: info@dla.co.uk w: www.dla.co.uk

PROJECT:
Proposed Mixed Use Development at Pagham South

DRAWING TITLE:
Access to Wider PRoW Network

DATE: February 2017 SCALE: 1:10,000@A3

REPORT REFERENCE: DLA.1731.L003.11

Appendix 14

Plans of the Proposed Site Access Junctions with Pagham Road

ARUN DISTRICT COUNCIL P/140/16/OUT

Existing northbound bus stop, lay-by and shelter - proposed realignment

2.4 x 49m Visibility Splay

2m

7.3m

Traffic splitter island to ensure no overtaking at bus stop

Proposed new pedestrian crossing and build-out to assist crossing movements

Existing on-street parking area

Existing southbound bus stop flag on lighting column

3.5m

Drain

112

102

92

Existing on-street parking area

2.4 x 49m Visibility Splay

Existing on-street parking area

Proposed new pedestrian crossing, island and build-out to assist crossing movements

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ISSUE	REASON FOR REVISION	DATE
J	Addition of driveways	10/03/17
H	Addition of footway at bellmouth	09/02/17
G	Pedestrian refuges widened	31/01/17
F	Review further to Public Consultation	09/11/16
E	Review further to RSA1	10/08/16
D	Modification to visibility splays based on measured speeds	28/06/16
C	Addition of southbound bus stop location	13/06/16
B	Visibility Splays	12/06/16
A	Extension of proposed footway along site frontage	10/06/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
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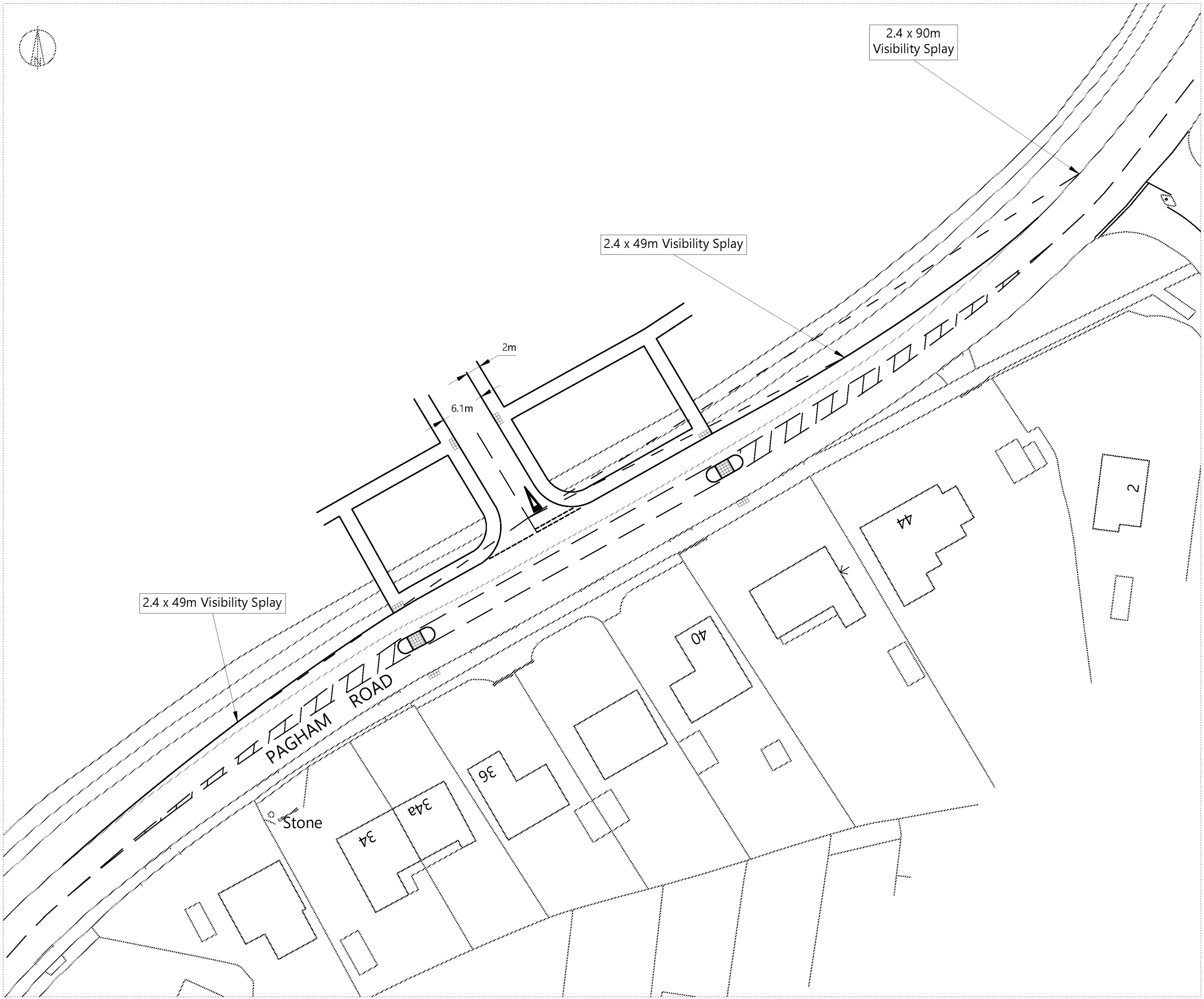
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TITLE:

PROPOSED NORTHERN SITE ACCESS

DATE:	DRAWN BY:	CHECKED:
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ISSUE	REASON FOR REVISION	DATE
J	Addition of driveways	10/03/17
H	Ghost right turn lane removed	09/02/17
G	Pedestrian refuges widened	31/01/17
F	Review further to Public Consultation	04/11/16
E	Review further to RSA1	10/08/16
D	Dimension addition	21/07/16
C	Modification to visibility splays based on measured speeds	28/06/16
B	Visibility Splays	10/06/16
A	Extension of proposed footway along site frontage	10/06/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
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TITLE:

PROPOSED SITE ACCESS - SOUTH OF SEA WAY

DATE:	DRAWN BY:	CHECKED:
08/06/16	FB	DT

Appendix 15

Stage 1 Road Safety Audit and Designer's Response

ARUN DISTRICT COUNCIL P/140/16/OUT

Land South of Summer Lane, Pagham Road, Pagham
Provision of 2 T Junctions
Road Safety Audit Stage 1

Report No 8/2016

July 2016

Alan Consultancy Ltd
Road Safety and Traffic Consultants

ARUN DISTRICT COUNCIL P/140/16/OUT

Content

	Page
1. Introduction	3
2. Items Raised at this Stage 1 Audit	4
3. Audit Team Statement	9

Annex – List of Documents Provided for this Stage 1 Road Safety Audit

Reference Plan

ARUN DISTRICT COUNCIL P/140/16/OUT

1. Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out on the provision of 2 T junctions associated with the Land South of Summer Lane, Pagham Road, Pagham scheme at the request of Highgate Transportation Limited, Box 13, 42 Triangle West, Park Street, Bristol, BS8 1ES. The Road Safety Audit was carried out in July 2016.

1.2 The Road Safety Audit Team membership was as follows:

Alan Rookes	IEng, FCIHT, FSoRSA, RegRSA (IHE) Director, Alan Consultancy Limited (Certificate of Competency in Road Safety Audit gained January 2013)
Tim Sterling	BEng, DMS, PGCE, MCIHT, MCMI, MRSGB, MITAI, MSoRSA Principal Consultant and Partner Sterling Road Safety LLP

1.3 The Road Safety Audit took place on-site on 28th July 2016. The Road Safety Audit was undertaken in accordance with the instructions received from Highgate Transportation Limited. The Road Safety Audit comprised of an examination of the documents provided as listed in the Annex. The documents consisted of drawings detailing the proposed junction layouts and associated modifications to Pagham Road, a drawing showing the details of the proposed development, other related drawings, Automatic Traffic Count Data, a PICADY assessment and an email detailing the nature of the proposed development. The Audit Team visited the site on 28th July 2016 between 1245 and 1400 hours. During the site visit the weather was fine and the existing road surface was dry. Traffic conditions were light.

1.4 The terms of reference of the Road Safety Audit are as described in HD 19/15. The Road Safety Audit Team has reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All comments and recommendations are referenced to the preliminary design drawings and the locations are indicated on the A4 attached.

1.6 The proposed junction provision scheme incorporates the provision of a two new T junctions with central ghost islands (and pedestrian refuge islands at the more southerly junction) on Pagham Road leading to a proposed residential area, a community hub with a food store, local centre type facilities and a formal play area/sports pitch. In addition, pedestrian crossing facilities are proposed, along with a 2m wide footway along the Pagham Road frontage of the development and a bus bay near the more northerly junction. In accordance with paragraph 2.20 of HD 19/15, the Road Safety Audit Team has noted that recommendations to make significant changes to the scheme are unlikely to be acceptable.

ARUN DISTRICT COUNCIL P/140/16/OUT

2. Items Raised at this Stage 1 Road Safety Audit

2.1 The Alignment

2.1.1 Problem

Location: Pagham Road at the northbound bus bay at the northern end of the scheme. *(Drawing No 1616 01D)*

Summary: The rear of a stationary bus could overhang into the carriageway leading to rear end shunt collisions.

The rear of a bus stopped at the bus shelter could overhang into the northbound lane of Pagham Road. Following drivers may consequently collide with the rear of the bus as it stops or when seeking to pass the bus.

Recommendation

Realign the entry taper into the bus bay to enable all of the bus to stop within the bay.

2.1.2 Problem

Location: Pagham Road at the southern end of the widening leading to the Northern junction (i.e. at the existing farm access opposite No 80 Pagham Road). *(Drawing No 1616 01D)*

Summary: The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.

The alignment of the western kerb line at the entry into the widened section of carriageway is fairly sharp and may cause some drivers or riders to lose control or clip the kerb as they negotiate the kink. In losing control those drivers or riders could collide with other road users.

Recommendation

Ease the alignment to ensure a smooth transition into the widened section of carriageway.

2.1.3 Problem

Location: Pagham Road at the northern end of the widening at the Southern junction (i.e. opposite Sea Way). *(Drawing No 1616 02D)*

Summary: The fairly sharp kink at the transition from the new to the existing kerb line could cause northbound drivers or riders to lose control as they leave the widened section of carriageway.

The alignment of the western kerb line where the widened section of carriageway re-joins the existing kerb line is fairly sharp and may cause some drivers or riders to lose control or clip the kerb as they negotiate the kink and associated bend. In losing control those drivers or riders could collide with other road users.

ARUN DISTRICT COUNCIL P/140/16/OUT

Recommendation

Ease the alignment to ensure a smooth transition from the widened section of carriageway into the bend and existing carriageway.

2.1.4 Problem

Location: Pagham Road at the southern end of the widening leading to the Southern junction (i.e. opposite No 32 Pagham Road). *(Drawing No 1616 02D)*

Summary: The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.

The alignment of the western kerb line at the entry into the widened section of carriageway is fairly sharp and may cause some drivers or riders to lose control or clip the kerb as they negotiate the kink. In either case, those drivers or riders could collide with other road users.

Recommendation

Ease the alignment to ensure a smooth transition into the widened section of carriageway.

2.2 The Junctions

2.2.1 Problem

Location: Pagham Road at the southbound bus stop outside Nos 100 and 102 Pagham Road. *(Drawing No 1616 01D)*

Summary: The close proximity to the bus stop and right turn lane may lead to rear end shunt collisions between vehicles overtaking a stopped bus and those turning right into the development.

The existing on-carriageway southbound bus stop and the proposed right turn lane for vehicles seeking to enter the proposed development site are positioned close to each other. Some vehicles may simply seek to overtake the stopped bus by driving on the central hatched markings whilst others may overtake and then slow and stop as they enter the right turn lane. These conflicting movements may lead to rear end shunt type collisions. (See also Problem 2.3.1).

Recommendation

Physically prevent overtaking by the provision of a central refuge island within the hatched area at the bus stopping location.

2.2.2 Problem

Location: Visibility splay to the northern side of the Southern junction. *(Drawing No 1616 02D)*

ARUN DISTRICT COUNCIL P/140/16/OUT

Summary: Visibility to the north from the Southern junction is limited by a bend at the Sea Way junction and the restricted visibility may lead to turning vehicle collisions.

The proposals indicate a visibility splay to the north for drivers emerging from the junction of 2.4 x 49m. However, observed vehicular speeds are high and consequently good, clear visibility is desirable to assist emerging drivers to see oncoming vehicles. Limited visibility of approaching vehicles could lead to turning vehicle collisions.

Recommendation

Provide a clear visibility splay of preferably 4.5 x 90m and at least 2.4 x 90m.

2.2.3 Problem

Location: Pedestrian refuge islands adjacent to the Southern junction outside Nos 36 and 42 Pagham Road. *(Drawing No 1616 02D)*

Summary: The islands are located close to existing vehicular accesses and may restrict vehicular movements to and from the accesses. Vehicles entering and leaving the accesses may collide with the islands and other vehicles as they undertake restricted turning manoeuvres.

Both refuge islands are located close to the vehicular accesses to Nos 34a, 36 and 42 Pagham Road. The islands may, therefore, restrict or inhibit vehicular movements to and from the properties. These restrictions may lead directly to collisions with the islands by turning vehicles or drivers having to undertake restricted movements potentially in conflict with other vehicles.

Recommendation

Undertake track run analysis and design the islands accordingly to ensure that vehicles can readily enter and leave the vehicular accesses.

2.3 Non-Motorised Users (NMU's)

2.3.1 Problem

Location: Pagham Road at the southbound on-carriageway bus stop outside Nos 100 and 102 Pagham Road. *(Drawing No 1616 01D)*

Summary: The new development will result in additional pedestrian crossing movements at and near the bus stop potentially leading to vehicle/pedestrian collisions.

At present there is little or no need for pedestrians to cross the carriageway to reach the bus stop, but such movements will occur once the new development, and notably the Community Hub and associated facilities, are provided. The introduction of pedestrian movements at this location is consequently likely to lead to vehicle/pedestrian collisions. (See also Problem 2.2.1).

ARUN DISTRICT COUNCIL P/140/16/OUT

Recommendation

Incorporate a pedestrian crossing facility into the proposed refuge island referred to in Problem 2.2.1.

2.3.2 Problem

Location: Development access road at its Northern junction with Pagham Road. *(Drawing No 1616 01D)*

Summary: Pedestrians will seek to cross the wide bellmouth of the access road with resultant vehicle/pedestrian collisions.

Pedestrians walking along the line of the new footway on the western side of Pagham Road will seek to cross the wide bellmouth of the junction. In doing so, pedestrians will be in a vulnerable position for an appreciable period of time and vehicle/pedestrian collisions are consequently likely to occur.

Recommendation

Reduce the width of the side road junction and/or provide a pedestrian refuge island, with an associated uncontrolled pedestrian crossing facility, in the mouth of the junction.

2.3.3 Problem

Location: Pedestrian crossing on Pagham Road at its junction with Footpath 101 (opposite No 78 Pagham Road). *(Drawing No 1616 01D)*

Summary: Due to the nature of the development, larger numbers of pedestrians will seek to cross at this location with an associated potential increase in vehicle/pedestrian collisions.

The proposed development will cause more pedestrians to cross Pagham Road throughout the length of the scheme and increase pedestrian movements at the proposed crossing location. The width of Pagham Road and the speed of traffic could consequently result in vehicle/pedestrian collisions at this location.

Recommendation

Extend the central hatching southwards from the Northern junction's ghost island through the crossing location and provide a central pedestrian refuge island.

2.3.4 Problem

Location: Development access road at its Southern junction with Pagham Road. *(Drawing No 1616 02D)*

Summary: No pedestrian crossing facilities are proposed, but pedestrians will seek to cross the development access road. Vehicle/pedestrian collisions could consequently occur.

ARUN DISTRICT COUNCIL P/140/16/OUT

Pedestrians walking along the line of the new footway on the western side of Pagham Road will seek to cross the bellmouth of the junction. However, no facilities to assist their movement have been proposed and vehicle/pedestrian collisions are consequently likely to occur.

Recommendation

Provide an uncontrolled pedestrian crossing facility on the development access road close to its junction with Pagham Road.

ARUN DISTRICT COUNCIL P/140/16/OUT

3. Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

Road Safety Audit Team Leader

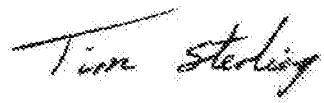
Alan Rookes IEng, FCIHT, FSoRSA, RegRSA(IHE)
Director
Alan Consultancy Limited

Signed 

Date 1st August 2016

Road Safety Audit Team Member

T Sterling BEng, DMS, PGCE, MCIHT, MCMI, MRSGB, MITAI, MSoRSA
Principal Consultant and Partner
Sterling Road Safety LLP

Signed 

Date 1st August 2016

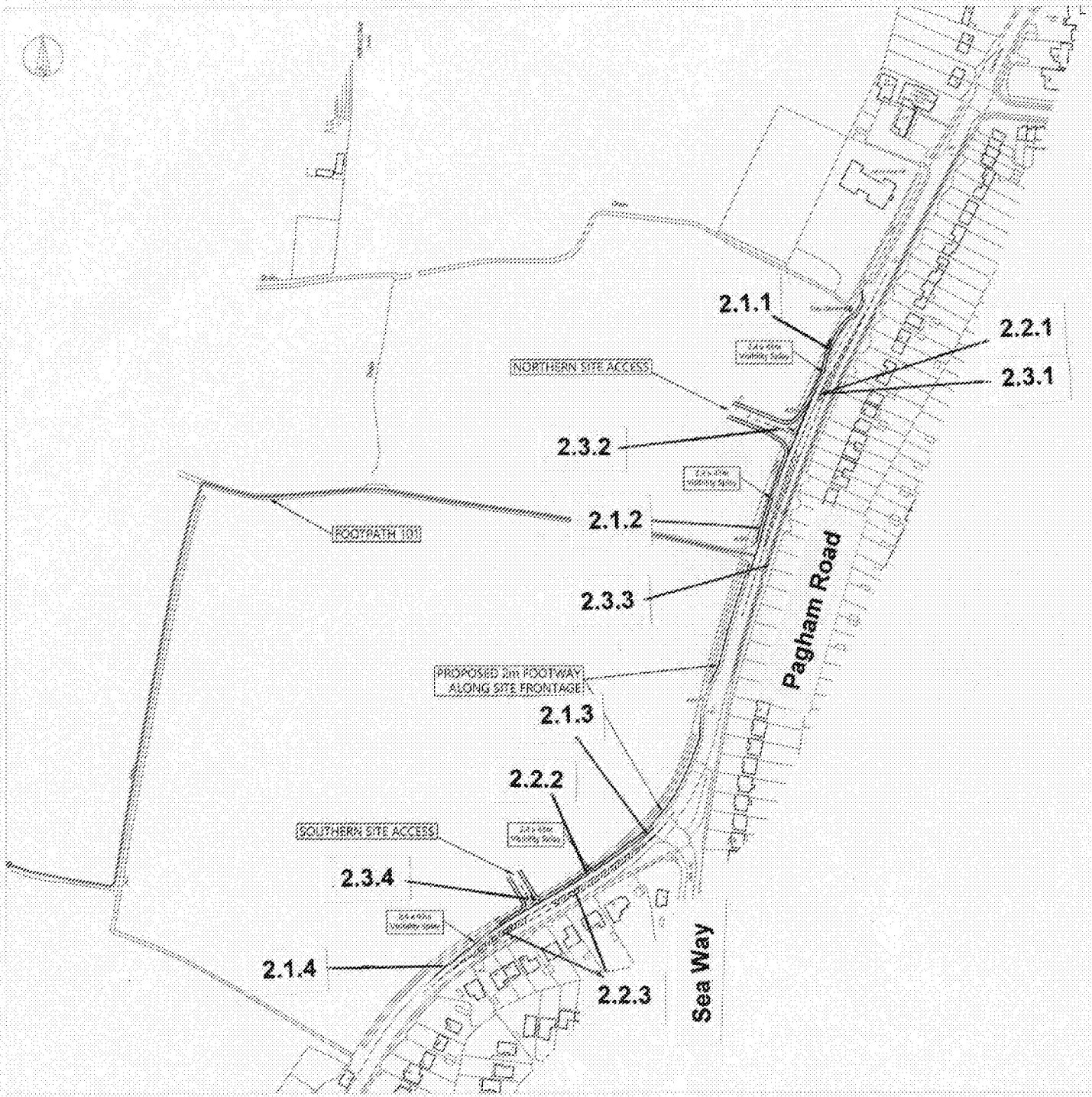
ARUN DISTRICT COUNCIL P/140/16/OUT

Annex: List of Documents Provided for this Stage 1 Road Safety Audit

Document/Drawing Reference No	Title	Date
1616 01D	Proposed Northern Site Access	08/06/16
1616 02D	Proposed Site Access – South of Sea Way	08/06/16
1616 03B	Proposed Site Access Junctions	08/06/16
DLA.1731.L001.02 Rev B	Development Framework Plan	July 2016
Unnumbered (adapted from Google Maps)	Location of Pagham Road, Pagham, Arun District	03/06/16
Unnumbered (adapted from Google Maps)	Approximate Site Area Shown	03/06/16
Unnumbered	HWB – Land at Pagham Road, Pagham – Local Development (showing Public Footways)	Undated
Unnumbered	Local Development (4 No drawings showing public highways near the site)	Undated
Unnumbered	Bognor Regis ATC, Pagham Road	23/06/16 to 29/06/16
1616 2021	PICADY 9 – Priority Intersection Module. Southern Site Access	30/06/16
Email from Highgate Transportation Ltd to Alan Consultancy Ltd	Road Safety Audit Stage 1	21/07/16

ARUN DISTRICT COUNCIL P/140/16/OUT

ARUN DISTRICT COUNCIL P/140/16/OUT



LAND SOUTH OF SUMMER LANE, PAGHAM ROAD, PAGHAM

HANBURY PROPERTIES

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PROPOSED SITE ACCESS JUNCTIONS

08/06/16	FB	DT

Road Safety Audit Stage 1

DESIGNERS RESPONSE

PROJECT: Pagham Road, Pagham – Two new priority access junctions with ghost right turn lanes and associated pedestrians crossing facilities.

RSA DATE: July 2016

Para. No.	Problem	Recommendation	Designers' Response
2.1.1	*Northbound bus bay at northern access.* The rear of a stationary bus could overhang into the carriageway leading to rear end shunt collisions.	Realign the entry taper into the bus bay to enable all of the bus to stop within the bay.	The proposed bus stop reflects the existing layby. The swept path analysis carried out demonstrates that a bus can easily pull into the layby and be positioned fully within the layby with no overhanging.
2.1.2	*Southern end of northern junction.* The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.	Ease the alignment to ensure a smooth transition into the widened section of carriageway.	ACCEPTED.
2.1.3	*Northern end of southern access.* The fairly sharp kink at the transition from the new to the existing kerb line could cause northbound drivers or riders to lose control as they leave the widened section of carriageway.	Ease the alignment to ensure a smooth transition from the widened section of carriageway into the bend and existing carriageway.	ACCEPTED.
2.1.4	*Southern end of southern access.* The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.	Ease the alignment to ensure a smooth transition into the widened section of carriageway.	ACCEPTED.

ARUN DISTRICT COUNCIL P/140/16/OUT

Para. No.	Problem	Recommendation	Designers' Response
2.2.1	*Southbound bus stop at northern access.* The close proximity to the bus stop and right turn lane may lead to rear end shunt collisions between vehicles overtaking a stopped bus and those turning right into the development.	Physically prevent overtaking by the provision of a central refuge island within the hatched area at the bus stopping location.	ACCEPTED.
2.2.2	*Southern access.* Visibility to the north from the southern junction is limited by a bend at the Sea Way junction and the restricted visibility may lead to turning vehicle collisions.	Provide a clear visibility splay of preferably 4.5 x 90m and at least 2.4 x 90m.	A visibility splay of 2.4 by 90 metres to the left for drivers emerging from the access can be provided. It is not considered that a 4.5 metre set back is appropriate in this location as the increase in distance relates to capacity (for two vehicles to join the main carriageway in one gap).
2.2.3	*Pedestrian refuge islands at southern access at Nos.36 and 42 Pagham Road.* The islands are located close to existing vehicular accesses and may restrict vehicular movements to and from the accesses. Vehicles entering and leaving the accesses may collide with the islands and other vehicles as they undertake restricted turning manoeuvres.	Undertake track run analysis and design the islands accordingly to ensure that vehicles can readily enter and leave the vehicular accesses.	Vehicle tracking confirms location of refuge islands to be acceptable.
2.3.1	*Southbound on-carriageway bus stop at northern access.* The new development will result in additional pedestrian crossing movements at and near the bus stop potentially leading to vehicle/pedestrian collisions.	Incorporate a pedestrian crossing facility into the proposed refuge island referred to in Problem 2.2.1.	Pedestrians will be able to cross at either of the facilities provided to the north or the south of the bus stop location. However, it is felt that if a crossing point were to be provided at this location, it could result in conflict between pedestrians and a parked bus e.g. when pedestrians cross from the west and a bus has pulled up to drop/collect passengers covering the crossing facility on the eastern side.

ARUN DISTRICT COUNCIL P/140/16/OUT

Para. No.	Problem	Recommendation	Designers' Response
2.3.2	*Development access road – northern junction.* Pedestrians will seek to cross the wide bellmouth of the access road with resultant vehicle/pedestrian collisions.	Reduce the width of the side road junction and/or provide a pedestrians refuge island, with an associated uncontrolled pedestrian crossing facility, in the mouth of the junction.	Update to design of access and masterplan following public consultation – relocation of pedestrian routes into the site behind a tree buffer results in a much reduced crossing width on northern access road.
2.3.3	*Footpath 101.* Due to the nature of the development, larger numbers of pedestrians will seek to cross at this location with an associated potential increase in vehicle/pedestrian collisions.	Extend the central hatching southwards from the northern junction's ghost island through the crossing location and provide a central pedestrian refuge island.	ACCEPTED. A pedestrian refuge island will be provided to the south of the northern access to facilitate pedestrian movements over Pagham Road.
2.3.4	*Development access road – southern junction.* No pedestrian crossing facilities are proposed, but pedestrians will seek to cross the development access road. Vehicle/pedestrian collisions could consequently occur.	Provide an uncontrolled pedestrian crossing facility on the development access road close to its junction with Pagham Road.	ACCEPTED. A pedestrian crossing point will be included within the junction design.

ARUN DISTRICT COUNCIL P/140/16/OUT

Appendix 16

Design Audit

ARUN DISTRICT COUNCIL P/140/16/OUT

ARUN DISTRICT COUNCIL F/140/16/OUT

DESIGN AUDIT

PROJECT: Pagham South – Two new priority access junctions with Pagham Road and associated pedestrians crossing facilities.

DATE: March 2017

DRAWINGS:

- HTp/1616/01 Revision J Northern access
- HTp/1616/02 Revision J Southern access

Item number	Design Guide Reference	Summary	Provision	Commentary
1	MfS Chapter 7, Street Geometry MfS2 Chapter 10, Visibility	The visibility splays at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms. An X-distance of 2.4 metres should normally be used. The Y distance should be based on the derived SSD based on vehicular speeds.	Visibility splays of 2.4 by 49 metres have been provided for each junction, based on the measured speed of 33mph.	In any event it can be seen that a visibility splay of 2.4 by 90 metres can be achieved to both directions from the proposed access junctions. This has been agreed with the highway officer.
2	TD 42/95 Geometric Design of Major/Minor Priority Junctions	TD 42/95 recommends that consideration should be given to providing a ghost island priority junction were the side road flow exceeds 500 vehicles per day (Figure 2/2). The geometric design features of the ghost island are set out in Section 7: 7.17 (c) was used to form the radius for the minor arm entry to accommodate HGVs, supported by swept path analysis. Figure 7/4 and paragraphs 7.35-7.37 were used to provide carriageway dimensions and Figure 7/8 and Tables 7/3 – 7/4 were used for the ghost island tapers.	Northern access – ghost island priority junction with 6.0 metre radii. Ghost right turn lane for the northern access to facilitate HGV manoeuvres associated with the local centre and coaches associated with the school, with localised widening to ensure that HGV/coaches do not straddle the centre lining on the minor arm into the path of oncoming vehicles. Also, design provided determined by the variety of land uses for this northern section of the site, considering the spread of peak usage across the day.	Members, the Parish Council and the public perceived benefit in ghost right turn lanes during public consultation. It is not considered that the creation of a ghost island arrangement will hamper vehicles making the right-turn out of the site. WSCC officers would prefer to not have a ghost right turn lane on the southern access. This has been agreed and subsequently removed, but the pedestrian refuge islands are to remain to facilitate pedestrian crossing movements.
	DfT Traffic Signs Manual Chapter 5, Road Markings	The above was supported by information contained in Section 4 (Longitudinal Lines) and Section 7 (Major/Minor Junctions) of the Traffic Signs Manual Chapter 5: paragraphs 4.49-4.51 and associated diagrams were referenced in terms of lining and hatching, and paragraphs 7.2-7.7 and associated tables for further dimensions and use of markings. Section 14, Traffic Islands, was referenced in terms of the traffic island to the north of the northern access.	Southern access – priority junction with 6.0 metre radii. Pedestrian refuge islands (see item 3 below) included within design.	An option for the southern pedestrian refuge islands without hatching was considered, in line with Figure 4-4 and as per paragraph 14.1 of Chapter 5, Road Markings, but as this presented an inconsistency for approaching drivers with the pedestrian refuges to the north. Therefore it was decided to include hatching on both approaches. Hence a 2.0m wide central zone is created between the two pedestrian refuge islands at the southern junction. This is not a ghost right turn lane.
	MfS2 Chapter 8, Carriageways and Chapter 9, Junctions	MfS2 8.2.4 "It is now considered inappropriate in areas subject to a limit of 30mph, to adopt a design speed of more than 30mph unless existing speeds are significantly above this level." Mfs2 9.4.9 "Where right turn lanes are to be provided…refuges should be provided within ghost islands to facilitate pedestrians crossing."		The design has been shaped not only by local perception, public consultation and highway officer comments, but also by restrictions such as the location of driveways, on-street parking, the bus route and local footpaths, pedestrian desire lines, and the layout of the existing carriageway.

ARUN DISTRICT COUNCIL P/140/16/OUT

Item number	Design Guide Reference	Summary	Provision	Commentary
3	MfS Chapter 6, Street Users' Needs MfS2 Chapter 5, Pedestrian Needs and Footways & Chapter 8, Carriageways LTN 2/95 Section 3, Pedestrian Refuge Islands	To promote inclusive design for pedestrians and cyclists. MfS 6.3.8 "The specific conditions in a street will determine what form of crossing is most relevant." MfS2 5.1.2 "Encouraging walking has many benefits…", and it is important to consider pedestrian desire lines and direct routes should be created wherever possible. MfS 8.7 "Central…refuges are useful features in urban areas to enable pedestrians and cyclists to cross carriageways in two stages". A 2.0m minimum width should be provided to accommodate wheelchair users and cyclists. LTN 2/95 "The width of the crossing should be maintained across the full carriageway". Tactile paving required at all crossing points.	Footways provided behind tree buffer. Uncontrolled crossings provided. One pedestrian refuge island provided either side of the southern access and one provided south of the northern access, to align with PRoW 101. A further uncontrolled dropped kerb crossing provided with a build out, to the north of the development opposite the Village Hall. All crossing points shown to be provided with tactile paving. Footways added at each junction bellmouth (HTp/1616/01/H and 1616/02/H) to facilitate further pedestrian movements.	The removal of footways initially shown along Pagham Road was requested during public consultation. WSCC requested that the refuge islands be increased in width/depth to 2.0 metres to better accommodate pedestrians, cyclists, wheelchairs and pushchairs/prams. Design also includes for build-outs within the kerb-side parking areas on Pagham Road (eastern side) to assist pedestrian movements. Agreed as acceptable design with WSCC. Footways at bellmouths not previously shown (as set out above) due to resistance by local residents of initial plans shown at public consultation. However, footways at the bellmouth of the junctions provided in response to WSCC comments and agreed.
4	TD 42/95 Geometric Design of Major/Minor Priority Junctions	Traffic splitter island 2.2 "…the possibility of major road overtaking traffic, manoeuvres should not be encouraged at major/minor priority junctions."	To the north of the northern access.	Requested as part of RSA Stage 1 to ensure that southbound drivers could not overtake a bus at the bus stop, to safeguard vehicles that may be in the right-turn lane: "*The close proximity to the bus stop and right turn lane may lead to rear end shunt collisions between vehicles overtaking a stopped bus and those turning right into the development.* **Recommendation**: *Physically prevent overtaking by the provision of a central refuge island within the hatched area at the bus stopping location.*" The inclusion or removal of the splitter island is to be reviewed at S278 stage with WSCC.

Further comments

It is considered that the pedestrian refuge crossing points proposed are suitable to accommodate the likely level of pedestrian demand over Pagham Road, particularly in consideration of the low traffic flows on Pagham Road past the site frontage. Notwithstanding this, the proximity of driveways on Pagham Road and the likely impact on local residents' amenity value result in the provision of a controlled crossing not being possible, even a zebra crossing would be unsuitable due to these constraints. The position of driveways has been shown on the following plans:

i. HTp/1616/01/J – northern access
ii. HTp/1616/02/J – southern access

Swept path analysis drawings have also been provided which demonstrate that the proposed pedestrian refuge islands and build-outs will not have a detrimental impact on the existing driveways on Pagham Road:

i. HTp/1616/TR06 – northern access
ii. HTp/1616/TR05 – southern access

Existing northbound bus stop, lay-by and shelter - proposed realignment

2.4 x 49m Visibility Splay

2m

7.3m

Traffic splitter island to ensure no overtaking at bus stop

Proposed new pedestrian crossing and build-out to assist crossing movements

Existing on-street parking area

Existing southbound bus stop flag on lighting column

3.5m

Drain

112

102

92

Existing on-street parking area

2.4 x 49m Visibility Splay

Existing on-street parking area

Proposed new pedestrian crossing, island and build-out to assist crossing movements

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ISSUE	REASON FOR REVISION	DATE
J	Addition of driveways	10/03/17
H	Addition of footway at bellmouth	09/02/17
G	Pedestrian refuges widened	31/01/17
F	Review further to Public Consultation	09/11/16
E	Review further to RSA1	10/08/16
D	Modification to visibility splays based on measured speeds	28/06/16
C	Addition of southbound bus stop location	13/06/16
B	Visibility Splays	12/06/16
A	Extension of proposed footway along site frontage	10/06/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
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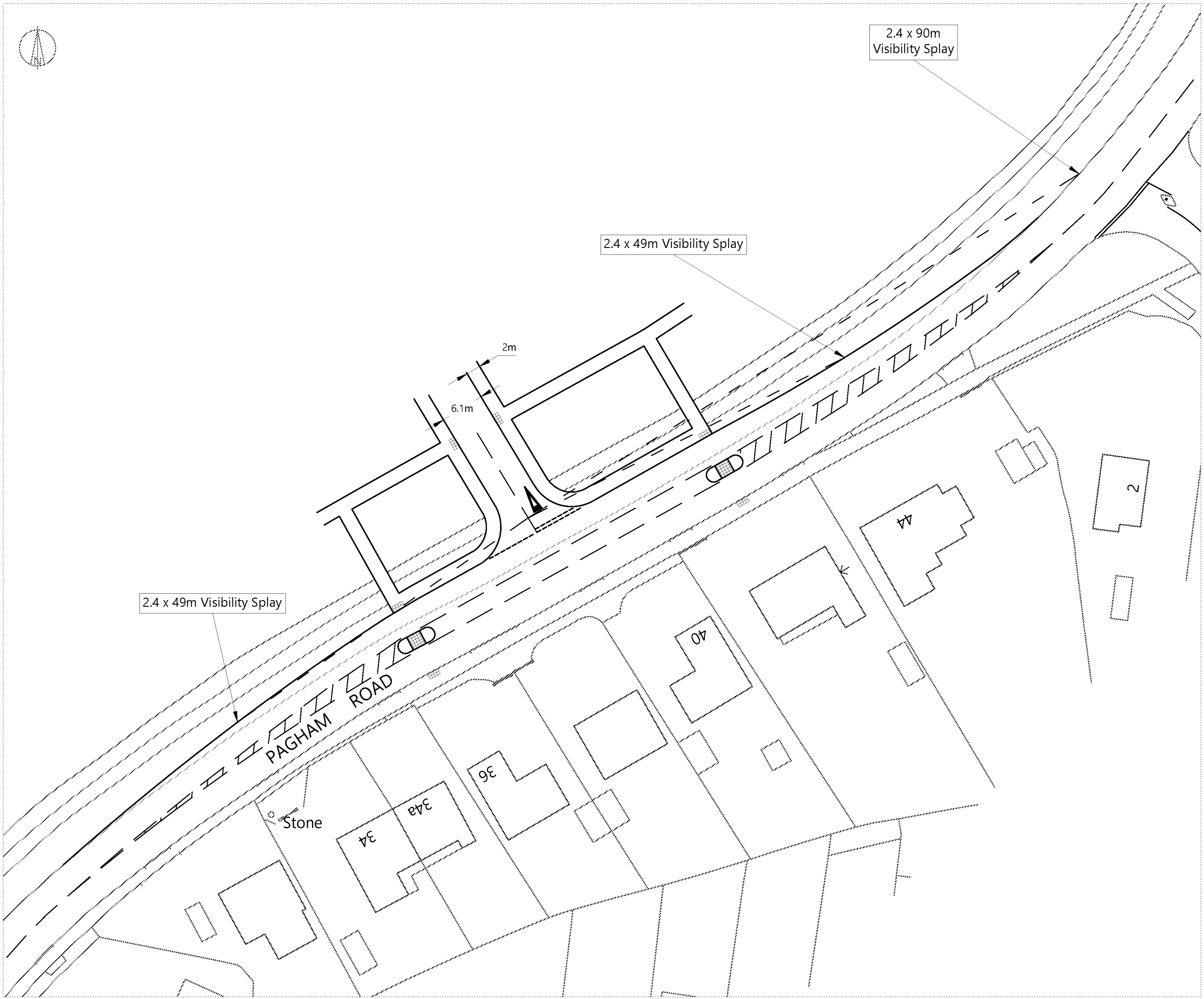
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PROPOSED NORTHERN SITE ACCESS

DATE:	DRAWN BY:	CHECKED:
08/06/16	FB	DT



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ISSUE	REASON FOR REVISION	DATE
J	Addition of driveways	10/03/17
H	Ghost right turn lane removed	09/02/17
G	Pedestrian refuges widened	31/01/17
F	Review further to Public Consultation	04/11/16
E	Review further to RSA1	10/08/16
D	Dimension addition	21/07/16
C	Modification to visibility splays based on measured speeds	28/06/16
B	Visibility Splays	10/06/16
A	Extension of proposed footway along site frontage	10/06/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

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PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
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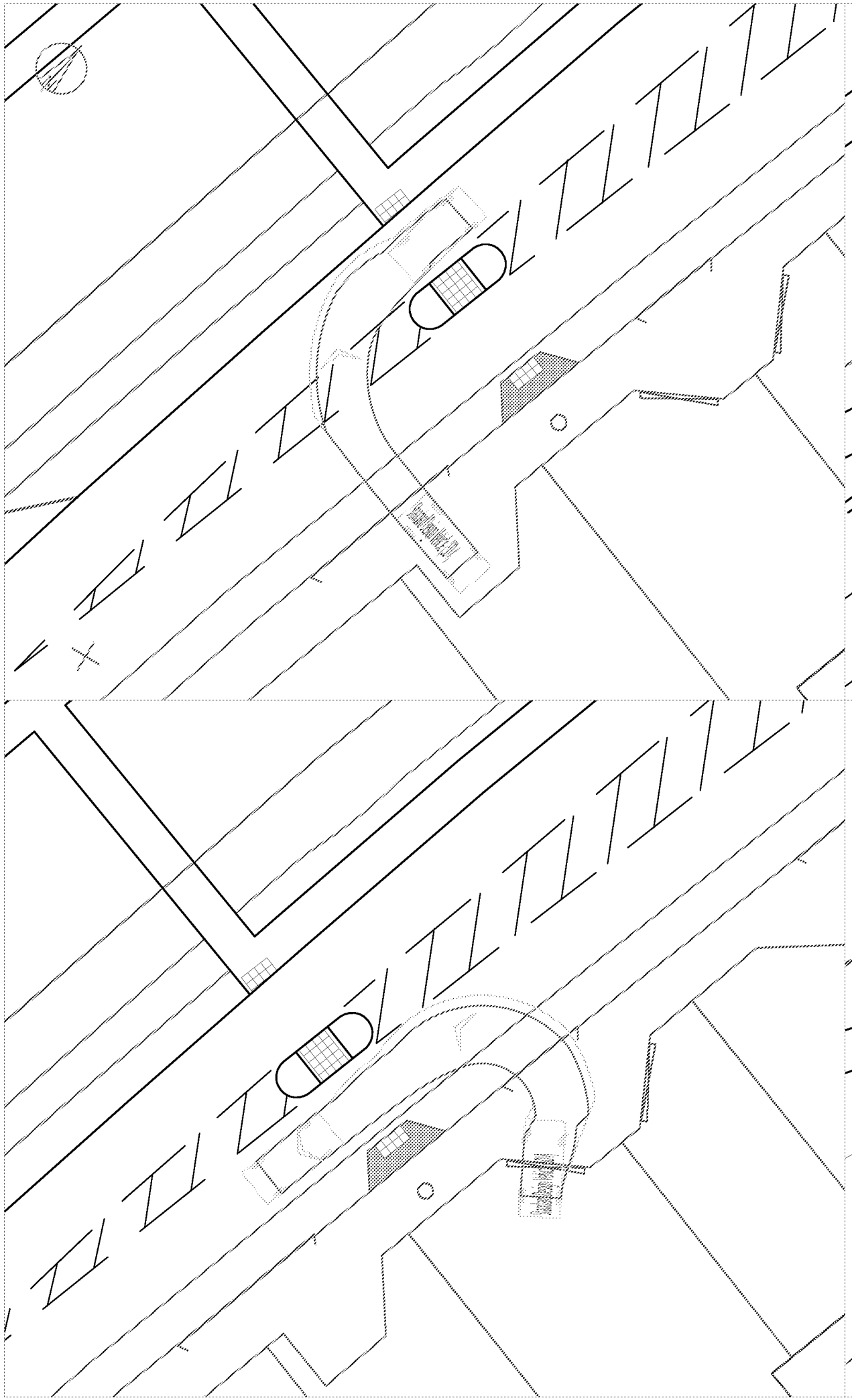
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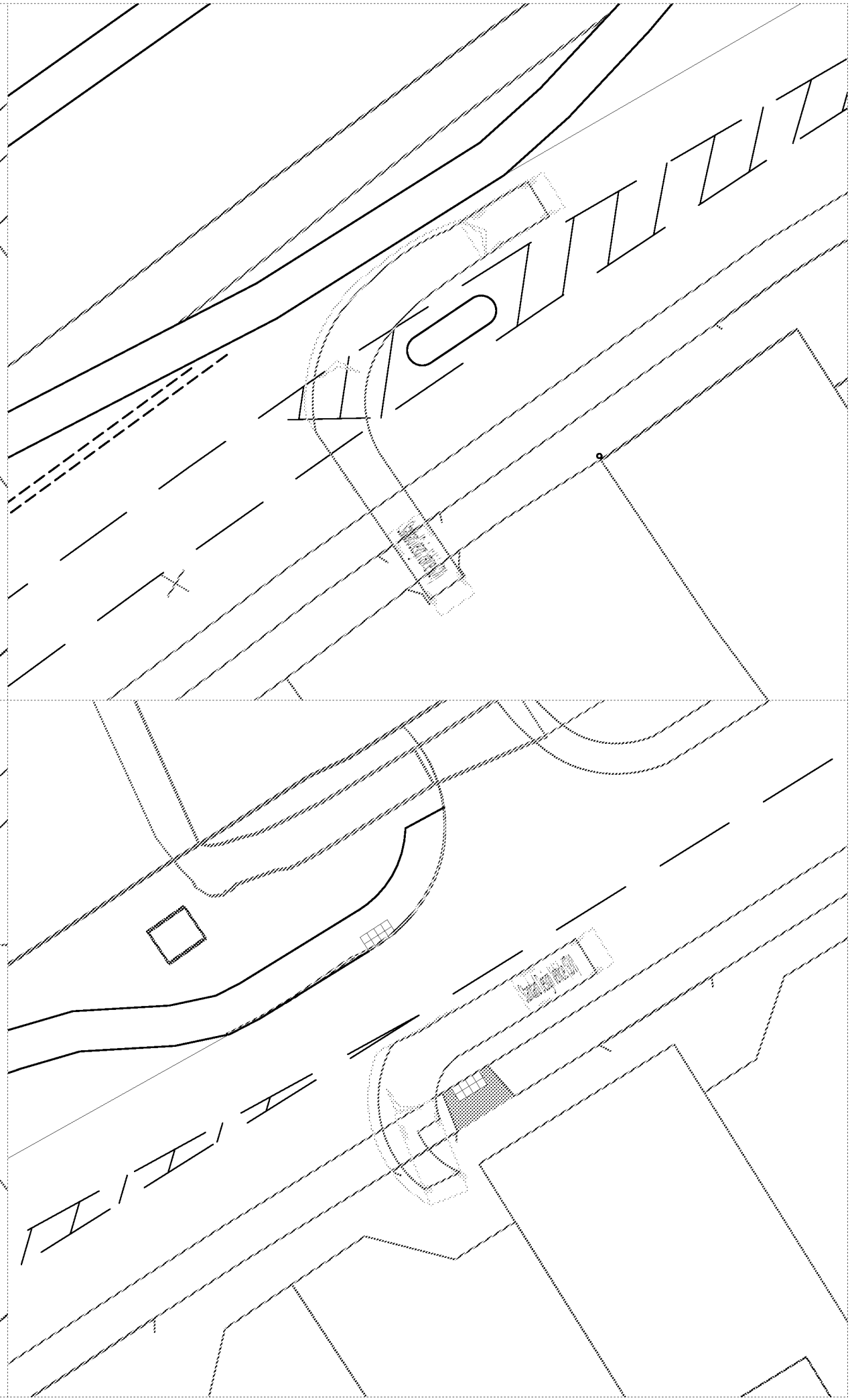
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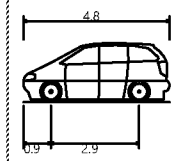
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Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

ISSUE	REASON FOR REVISION	DATE

PROJECT:
PAGHAM SOUTH, PAGHAM

CLIENT:
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1616	TR06	1:250 @ A3

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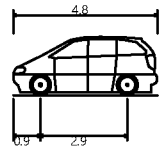
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SWEPT PATH ANALYSIS - PAGHAM ROAD (N)

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28/02/17	FB	DT



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Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

ISSUE	REASON FOR REVISION	DATE

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

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PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	TR05	1:250 @ A3

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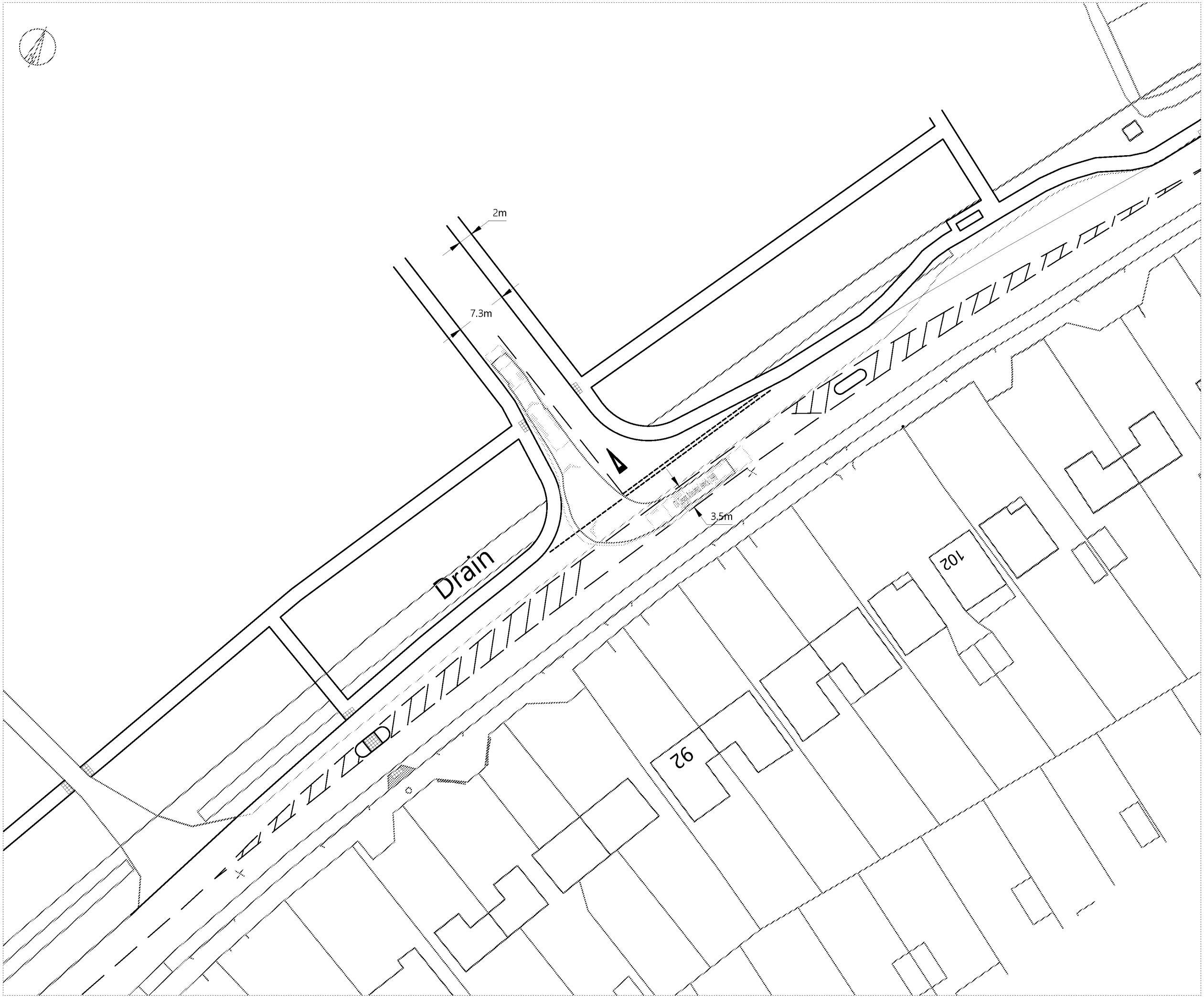
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DATE:	DRAWN BY:	CHECKED:
28/02/17	FB	DT

Appendix 17

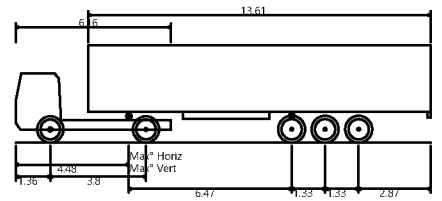
Swept Path Analysis of Site Access Junctions and Bus Layby Visibility

ARUN DISTRICT COUNCIL P/140/16/OUT



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FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

ISSUE	REASON FOR REVISION	DATE
B	Update in line with 1616/01/Revision I	15/03/17
A	Update in line with 1616/01/Revision F	10/11/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PROPERTIES

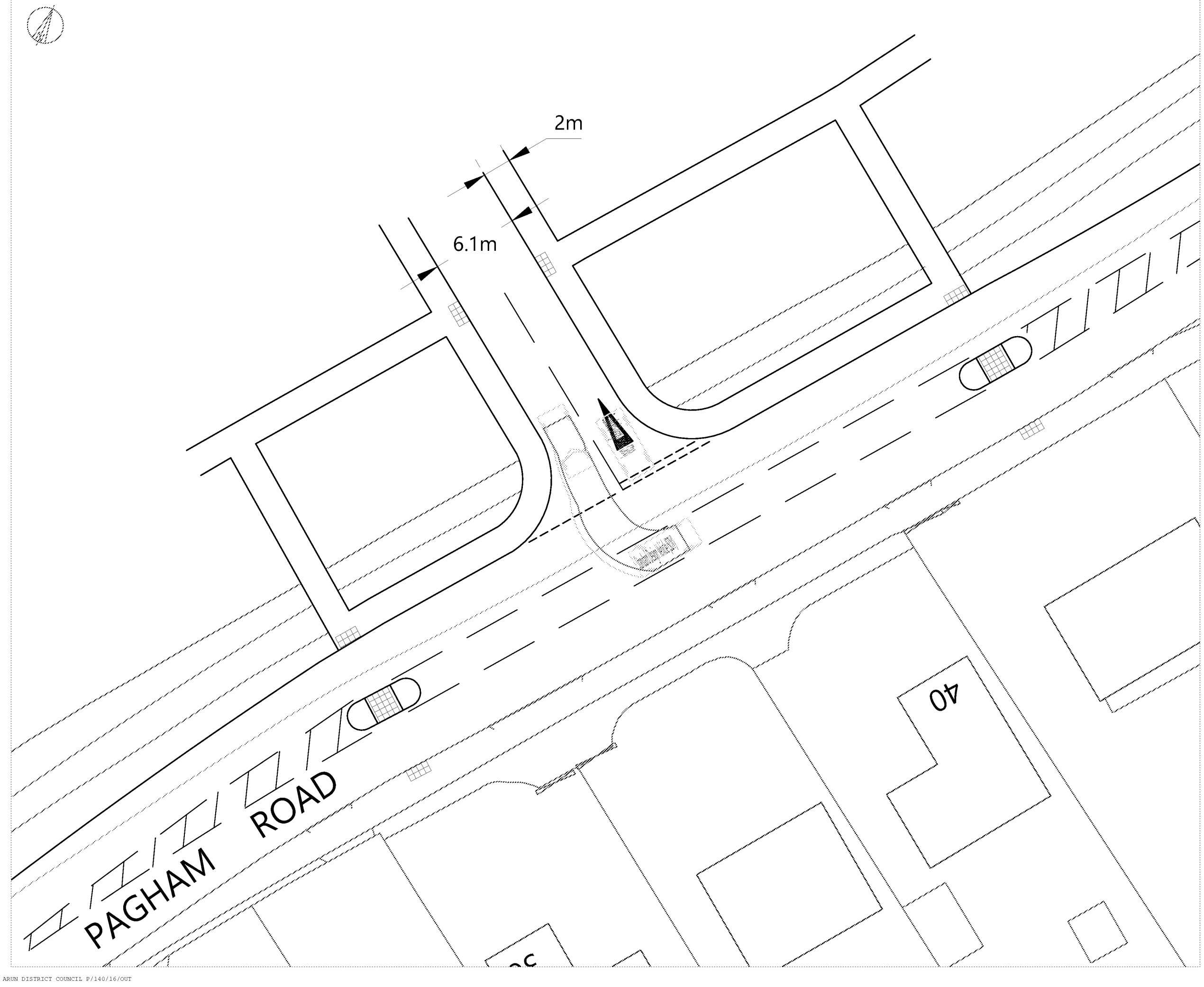
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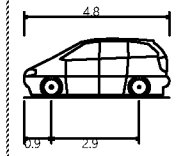
SWEPT PATH ANALYSIS OF HGV AT NORTHERN ACCESS

DATE:	DRAWN BY:	CHECKED:
10/08/16	FB	DT



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Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

ISSUE	REASON FOR REVISION	DATE
B	Update in line with 1616/02/Revision I	15/03/17
A	Update in line with 1616/02/Revision F	16/11/16

PROJECT:
PAGHAM SOUTH,
PAGHAM

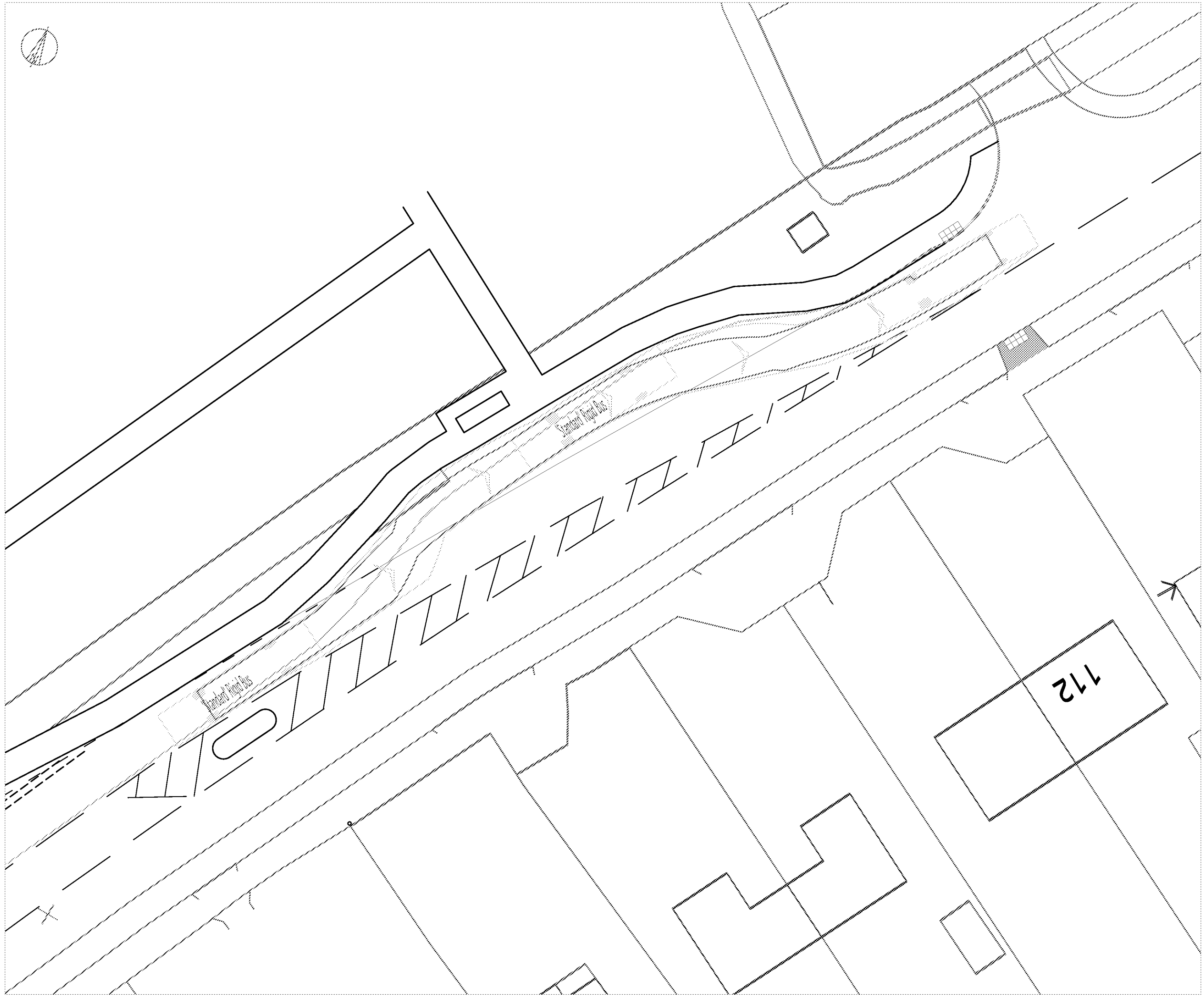
CLIENT:
HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	TR04	1:250 @ A3

HighgateTransportation
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
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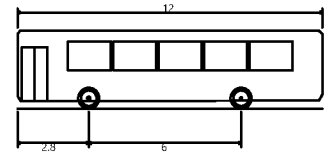
TITLE:
SWEPT PATH ANALYSIS OF LARGE CAR AT SOUTHERN ACCESS

DATE:	DRAWN BY:	CHECKED:
10/08/16	FB	DT



NOTES:

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'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

ISSUE	REASON FOR REVISION	DATE
B	Update in line with 1616/01/Revision I	15/09/16
A	Update in line with 1616/01/Revision F	16/11/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	TR01	1:250 @ A3

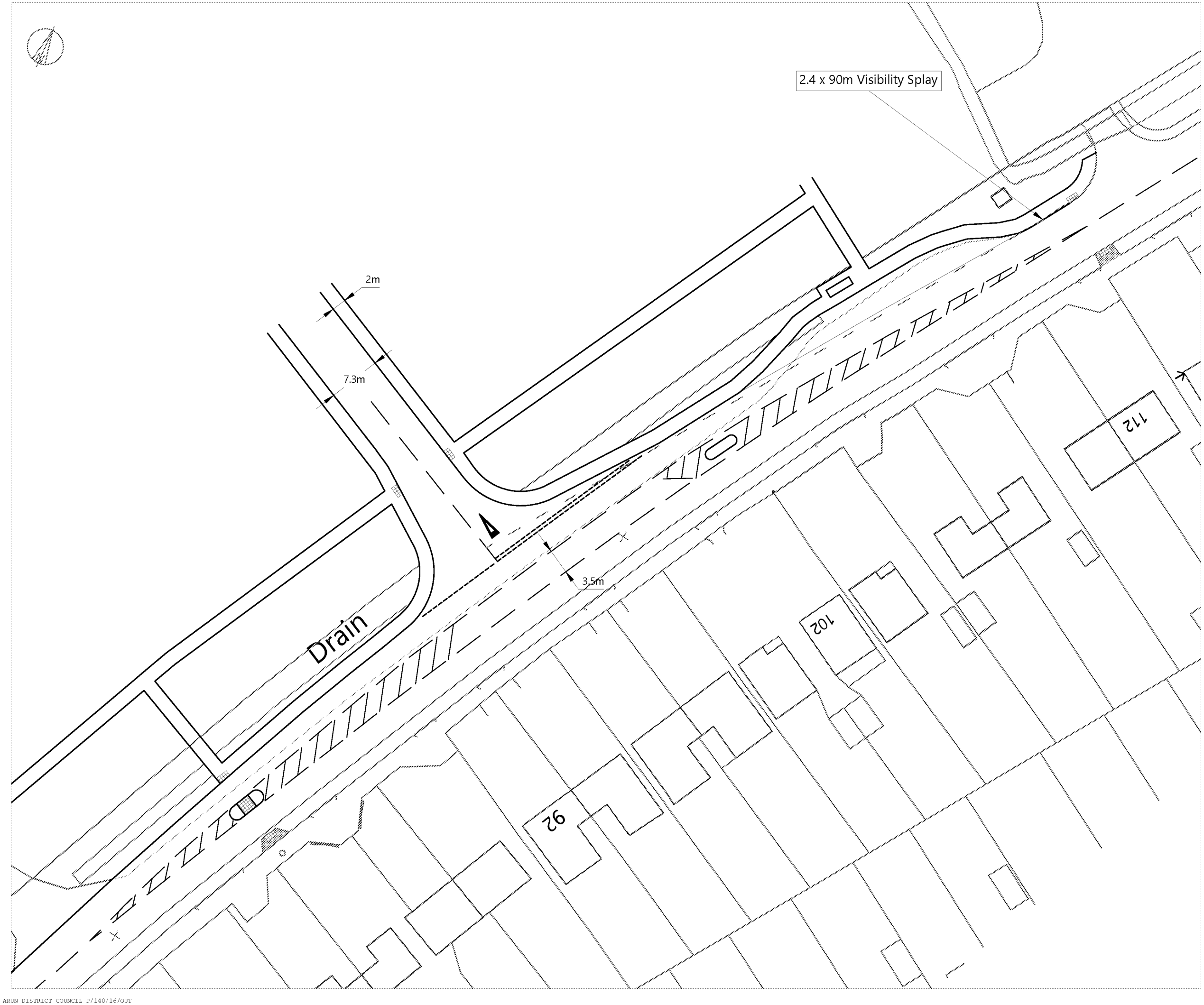
HighgateTransportation
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 217
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TITLE:

SWEPT PATH ANALYSIS OF BUS LAYBY AT NORTHERN ACCESS

DATE:	DRAWN BY:	CHECKED:
09/08/16	FB	DT

ARUN DISTRICT COUNCIL P/140/16/OUT



NOTES:

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ISSUE	REASON FOR REVISION	DATE
A	Update in line with 1616/P1/Revision J	15/03/17

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	10	1:500 @ A3

HighgateTransportation
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 217

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TITLE:

90m VISIBILITY TO NORTH AT NORTHERN SITE ACCESS

DATE:	DRAWN BY:	CHECKED:
31/01/17	FB	DT

Appendix 18

Proposed Link to Pagham Harbour Cycle Route

ARUN DISTRICT COUNCIL P/140/16/OUT



LEGEND

- Application Boundary
- Existing PRoW
- Safeguarded Land for a Cycle Link
- Link Provided by Others

Landscape & Visual Assessment

On behalf of:

Hanbury Properties

Produced by:

DAVIESLANDSCAPE ARCHITECTS

Suite F1, Strode House, Russell Street, Totnes, TQ9 5RN
t: 01803 766380 e: admin@davies-la.co.uk w: www.davies-la.co.uk

PROJECT:

Land South of Summer Lane, Pagham

DRAWING TITLE:

Potential cycle link to Honer Lane

DATE: August 2016 SCALE: 1:10,000 @ A4

REPORT REFERENCE: DLA.1731.L001.07.Rev A

ARUN DISTRICT COUNCIL P/140/16/OUT

Appendix 19

TRICS Information

ARUN DISTRICT COUNCIL P/140/16/OUT

Calculation Reference: AUDIT-355901-161220-1241

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	DV	DEVON	2 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	2 days
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	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: 52 to 432 (units:)
Range Selected by User: 50 to 491 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

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	4 days
Tuesday	4 days
Wednesday	2 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	7

ARUN DISTRICT COUNCIL 0144 DEVELOPMENT

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	12
No Sub Category	5

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	17 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	3 days
5,001 to 10,000	4 days
10,001 to 15,000	5 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	4 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	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	4 days
1.1 to 1.5	13 days

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

Travel Plan:

Yes	1 days
No	16 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 **CB-03-A-04** **SEMI DETACHED** **CUMBRIA**
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY *24/04/09* *Survey Type: MANUAL*

2 **CH-03-A-06** **SEMI-DET./ BUNGALOWS** **CHESHIRE**
CREWE ROAD

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

3 **DV-03-A-02** **HOUSES & BUNGALOWS** **DEVON**
MILLHEAD ROAD

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

4 **DV-03-A-03** **TERRACED & SEMI DETACHED** **DEVON**
LOWER BRAND LANE

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

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

6 **FA-03-A-02** **MIXED HOUSES** **FALKIRK**
ROSEBANK AVENUE & SPRINGFIELD DRIVE

FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

7 **NE-03-A-02** **SEMI DETACHED & DETACHED** **NORTH EAST LINCOLNSHIRE**
HANOVER WALK

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **NE-03-A-03** **PRIVATE HOUSES** **NORTH EAST LINCOLNSHIRE**
STATION ROAD

SCUNTHORPE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 180
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

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

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

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

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

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

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

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

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

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

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

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

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

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

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.063	17	128	0.243	17	128	0.306
08:00 - 09:00	17	128	0.127	**17**	**128**	**0.359**	**17**	**128**	**0.486**
09:00 - 10:00	17	128	0.144	17	128	0.156	17	128	0.300
10:00 - 11:00	17	128	0.125	17	128	0.161	17	128	0.286
11:00 - 12:00	17	128	0.138	17	128	0.137	17	128	0.275
12:00 - 13:00	17	128	0.163	17	128	0.145	17	128	0.308
13:00 - 14:00	17	128	0.152	17	128	0.152	17	128	0.304
14:00 - 15:00	17	128	0.149	17	128	0.165	17	128	0.314
15:00 - 16:00	17	128	0.265	17	128	0.192	17	128	0.457
16:00 - 17:00	17	128	0.269	17	128	0.170	17	128	0.439
17:00 - 18:00	**17**	**128**	**0.299**	17	128	0.179	17	128	0.478
18:00 - 19:00	17	128	0.213	17	128	0.165	17	128	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.107			2.224			4.331

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:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.004	17	128	0.003	17	128	0.007
08:00 - 09:00	17	128	0.002	17	128	0.003	17	128	0.005
09:00 - 10:00	17	128	0.003	17	128	0.002	17	128	0.005
10:00 - 11:00	17	128	0.002	17	128	0.001	17	128	0.003
11:00 - 12:00	17	128	0.002	17	128	0.002	17	128	0.004
12:00 - 13:00	17	128	0.002	17	128	0.002	17	128	0.004
13:00 - 14:00	17	128	0.002	17	128	0.001	17	128	0.003
14:00 - 15:00	17	128	0.003	17	128	0.003	17	128	0.006
15:00 - 16:00	**17**	**128**	**0.006**	**17**	**128**	**0.005**	**17**	**128**	**0.011**
16:00 - 17:00	17	128	0.003	17	128	0.004	17	128	0.007
17:00 - 18:00	17	128	0.003	17	128	0.002	17	128	0.005
18:00 - 19:00	17	128	0.002	17	128	0.002	17	128	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.030			0.064

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:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.001	17	128	0.001	17	128	0.002
08:00 - 09:00	17	128	0.002	17	128	0.001	17	128	0.003
09:00 - 10:00	17	128	0.002	17	128	0.001	17	128	0.003
10:00 - 11:00	17	128	0.002	17	128	0.002	17	128	0.004
11:00 - 12:00	**17**	**128**	**0.003**	17	128	0.002	17	128	0.005
12:00 - 13:00	17	128	0.003	**17**	**128**	**0.003**	**17**	**128**	**0.006**
13:00 - 14:00	17	128	0.003	17	128	0.003	17	128	0.006
14:00 - 15:00	17	128	0.001	17	128	0.003	17	128	0.004
15:00 - 16:00	17	128	0.001	17	128	0.001	17	128	0.002
16:00 - 17:00	17	128	0.002	17	128	0.001	17	128	0.003
17:00 - 18:00	17	128	0.000	17	128	0.000	17	128	0.000
18:00 - 19:00	17	128	0.000	17	128	0.000	17	128	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

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:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	17	128	0.000	17	128	0.000
08:00 - 09:00	17	128	0.000	17	128	0.000	17	128	0.000
09:00 - 10:00	17	128	0.000	17	128	0.000	17	128	0.000
10:00 - 11:00	17	128	0.000	17	128	0.000	17	128	0.000
11:00 - 12:00	**17**	**128**	**0.001**	**17**	**128**	**0.001**	**17**	**128**	**0.002**
12:00 - 13:00	17	128	0.000	17	128	0.000	17	128	0.000
13:00 - 14:00	17	128	0.000	17	128	0.000	17	128	0.000
14:00 - 15:00	17	128	0.000	17	128	0.000	17	128	0.000
15:00 - 16:00	17	128	0.000	17	128	0.000	17	128	0.000
16:00 - 17:00	17	128	0.000	17	128	0.000	17	128	0.000
17:00 - 18:00	17	128	0.000	17	128	0.000	17	128	0.000
18:00 - 19:00	17	128	0.000	17	128	0.000	17	128	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.004	17	128	0.013	17	128	0.017
08:00 - 09:00	17	128	0.002	**17**	**128**	**0.015**	17	128	0.017
09:00 - 10:00	17	128	0.002	17	128	0.005	17	128	0.007
10:00 - 11:00	17	128	0.003	17	128	0.006	17	128	0.009
11:00 - 12:00	17	128	0.003	17	128	0.002	17	128	0.005
12:00 - 13:00	17	128	0.005	17	128	0.004	17	128	0.009
13:00 - 14:00	17	128	0.004	17	128	0.003	17	128	0.007
14:00 - 15:00	17	128	0.005	17	128	0.005	17	128	0.010
15:00 - 16:00	17	128	0.012	17	128	0.006	17	128	0.018
16:00 - 17:00	17	128	0.011	17	128	0.004	17	128	0.015
17:00 - 18:00	**17**	**128**	**0.014**	17	128	0.009	**17**	**128**	**0.023**
18:00 - 19:00	17	128	0.011	17	128	0.006	17	128	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.078			0.154

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:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.072	17	128	0.296	17	128	0.368
08:00 - 09:00	17	128	0.157	**17**	**128**	**0.518**	**17**	**128**	**0.675**
09:00 - 10:00	17	128	0.168	17	128	0.209	17	128	0.377
10:00 - 11:00	17	128	0.154	17	128	0.205	17	128	0.359
11:00 - 12:00	17	128	0.175	17	128	0.183	17	128	0.358
12:00 - 13:00	17	128	0.205	17	128	0.178	17	128	0.383
13:00 - 14:00	17	128	0.195	17	128	0.198	17	128	0.393
14:00 - 15:00	17	128	0.188	17	128	0.215	17	128	0.403
15:00 - 16:00	**17**	**128**	**0.399**	17	128	0.250	17	128	0.649
16:00 - 17:00	17	128	0.376	17	128	0.230	17	128	0.606
17:00 - 18:00	17	128	0.388	17	128	0.234	17	128	0.622
18:00 - 19:00	17	128	0.274	17	128	0.231	17	128	0.505
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.751			2.947			5.698

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:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.024	17	128	0.069	17	128	0.093
08:00 - 09:00	17	128	0.039	**17**	**128**	**0.158**	17	128	0.197
09:00 - 10:00	17	128	0.048	17	128	0.064	17	128	0.112
10:00 - 11:00	17	128	0.044	17	128	0.053	17	128	0.097
11:00 - 12:00	17	128	0.033	17	128	0.036	17	128	0.069
12:00 - 13:00	17	128	0.043	17	128	0.033	17	128	0.076
13:00 - 14:00	17	128	0.031	17	128	0.050	17	128	0.081
14:00 - 15:00	17	128	0.049	17	128	0.059	17	128	0.108
15:00 - 16:00	**17**	**128**	**0.134**	17	128	0.073	**17**	**128**	**0.207**
16:00 - 17:00	17	128	0.097	17	128	0.049	17	128	0.146
17:00 - 18:00	17	128	0.083	17	128	0.039	17	128	0.122
18:00 - 19:00	17	128	0.057	17	128	0.044	17	128	0.101
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.682			0.727			1.409

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:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	17	128	0.005	17	128	0.005
08:00 - 09:00	17	128	0.002	**17**	**128**	**0.006**	17	128	0.008
09:00 - 10:00	17	128	0.001	17	128	0.005	17	128	0.006
10:00 - 11:00	17	128	0.002	17	128	0.004	17	128	0.006
11:00 - 12:00	17	128	0.002	17	128	0.004	17	128	0.006
12:00 - 13:00	17	128	0.005	17	128	0.005	**17**	**128**	**0.010**
13:00 - 14:00	17	128	0.005	17	128	0.001	17	128	0.006
14:00 - 15:00	17	128	0.002	17	128	0.003	17	128	0.005
15:00 - 16:00	17	128	0.003	17	128	0.003	17	128	0.006
16:00 - 17:00	17	128	0.005	17	128	0.002	17	128	0.007
17:00 - 18:00	**17**	**128**	**0.007**	17	128	0.002	17	128	0.009
18:00 - 19:00	17	128	0.006	17	128	0.000	17	128	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	**17**	**128**	**0.004**	**17**	**128**	**0.004**
08:00 - 09:00	17	128	0.000	17	128	0.001	17	128	0.001
09:00 - 10:00	17	128	0.000	17	128	0.001	17	128	0.001
10:00 - 11:00	17	128	0.000	17	128	0.000	17	128	0.000
11:00 - 12:00	17	128	0.000	17	128	0.000	17	128	0.000
12:00 - 13:00	17	128	0.000	17	128	0.000	17	128	0.000
13:00 - 14:00	17	128	0.000	17	128	0.000	17	128	0.000
14:00 - 15:00	17	128	0.000	17	128	0.000	17	128	0.000
15:00 - 16:00	17	128	0.000	17	128	0.001	17	128	0.001
16:00 - 17:00	17	128	0.000	17	128	0.000	17	128	0.000
17:00 - 18:00	**17**	**128**	**0.002**	17	128	0.000	17	128	0.002
18:00 - 19:00	17	128	0.002	17	128	0.000	17	128	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.007			0.011

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

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

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	17	128	0.000	17	128	0.000
08:00 - 09:00	17	128	0.000	**17**	**128**	**0.002**	**17**	**128**	**0.002**
09:00 - 10:00	17	128	0.000	17	128	0.000	17	128	0.000
10:00 - 11:00	17	128	0.000	17	128	0.000	17	128	0.000
11:00 - 12:00	**17**	**128**	**0.002**	17	128	0.000	17	128	0.002
12:00 - 13:00	17	128	0.000	17	128	0.000	17	128	0.000
13:00 - 14:00	17	128	0.000	17	128	0.000	17	128	0.000
14:00 - 15:00	17	128	0.000	17	128	0.000	17	128	0.000
15:00 - 16:00	17	128	0.000	17	128	0.000	17	128	0.000
16:00 - 17:00	17	128	0.000	17	128	0.000	17	128	0.000
17:00 - 18:00	17	128	0.000	17	128	0.000	17	128	0.000
18:00 - 19:00	17	128	0.000	17	128	0.000	17	128	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	17	128	0.009	17	128	0.009
08:00 - 09:00	17	128	0.002	**17**	**128**	**0.009**	17	128	0.011
09:00 - 10:00	17	128	0.001	17	128	0.006	17	128	0.007
10:00 - 11:00	17	128	0.002	17	128	0.005	17	128	0.007
11:00 - 12:00	17	128	0.004	17	128	0.005	17	128	0.009
12:00 - 13:00	17	128	0.005	17	128	0.006	17	128	0.011
13:00 - 14:00	17	128	0.005	17	128	0.001	17	128	0.006
14:00 - 15:00	17	128	0.002	17	128	0.004	17	128	0.006
15:00 - 16:00	17	128	0.004	17	128	0.004	17	128	0.008
16:00 - 17:00	17	128	0.005	17	128	0.002	17	128	0.007
17:00 - 18:00	**17**	**128**	**0.010**	17	128	0.002	**17**	**128**	**0.012**
18:00 - 19:00	17	128	0.008	17	128	0.000	17	128	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.053			0.101

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

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

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.100	17	128	0.387	17	128	0.487
08:00 - 09:00	17	128	0.201	**17**	**128**	**0.700**	**17**	**128**	**0.901**
09:00 - 10:00	17	128	0.219	17	128	0.283	17	128	0.502
10:00 - 11:00	17	128	0.203	17	128	0.269	17	128	0.472
11:00 - 12:00	17	128	0.216	17	128	0.226	17	128	0.442
12:00 - 13:00	17	128	0.258	17	128	0.221	17	128	0.479
13:00 - 14:00	17	128	0.235	17	128	0.252	17	128	0.487
14:00 - 15:00	17	128	0.243	17	128	0.282	17	128	0.525
15:00 - 16:00	**17**	**128**	**0.549**	17	128	0.334	17	128	0.883
16:00 - 17:00	17	128	0.488	17	128	0.285	17	128	0.773
17:00 - 18:00	17	128	0.495	17	128	0.284	17	128	0.779
18:00 - 19:00	17	128	0.349	17	128	0.280	17	128	0.629
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.556			3.803			7.359

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:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-355901-161105-1132

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	**SOUTH WEST**		
	DC	DORSET	1 days
05	**EAST MIDLANDS**		
	NR	NORTHAMPTONSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	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 residents
Actual Range:	43 to 58 (units:)
Range Selected by User:	40 to 90 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 16/10/11

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:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Residential Zone	3

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

Filtering Stage 3 selection:

Use Class:

C2	3 days

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

Population within 1 mile:

10,001 to 15,000	1 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
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days

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

LIST OF SITES relevant to selection parameters

1	**DC-05-F-02**	**NURSING HOME**		**DORSET**
	WHARNCLIFFE ROAD			
	BOSCOMBE			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		43	
	Survey date: WEDNESDAY		*16/07/08*	*Survey Type: MANUAL*
2	**NR-05-F-01**	**NURSING HOME**		**NORTHAMPTONSHIRE**
	ROCKINGHAM ROAD			
	CORBY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:		55	
	Survey date: FRIDAY		*21/11/08*	*Survey Type: MANUAL*
3	**WY-05-F-01**	**NURSING HOME**		**WEST YORKSHIRE**
	CLIFF ROAD			
	HYDE PARK			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		58	
	Survey date: TUESDAY		*15/06/10*	*Survey Type: MANUAL*

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.077	3	52	0.038	3	52	0.115
08:00 - 09:00	3	52	0.071	3	52	0.045	3	52	0.116
09:00 - 10:00	3	52	0.064	3	52	0.038	3	52	0.102
10:00 - 11:00	3	52	0.064	3	52	0.038	3	52	0.102
11:00 - 12:00	**3**	**52**	**0.090**	3	52	0.090	3	52	0.180
12:00 - 13:00	3	52	0.071	3	52	0.051	3	52	0.122
13:00 - 14:00	3	52	0.083	3	52	0.077	3	52	0.160
14:00 - 15:00	3	52	0.071	**3**	**52**	**0.115**	**3**	**52**	**0.186**
15:00 - 16:00	3	52	0.032	3	52	0.071	3	52	0.103
16:00 - 17:00	3	52	0.090	3	52	0.077	3	52	0.167
17:00 - 18:00	3	52	0.071	3	52	0.115	3	52	0.186
18:00 - 19:00	3	52	0.064	3	52	0.051	3	52	0.115
19:00 - 20:00	2	51	0.050	2	51	0.059	2	51	0.109
20:00 - 21:00	1	58	0.017	1	58	0.069	1	58	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.915			0.934			1.849

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:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.006	3	52	0.006	3	52	0.012
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.006	3	52	0.006	3	52	0.012
12:00 - 13:00	3	52	0.006	3	52	0.006	3	52	0.012
13:00 - 14:00	3	52	0.013	3	52	0.013	3	52	0.026
14:00 - 15:00	**3**	**52**	**0.019**	**3**	**52**	**0.019**	**3**	**52**	**0.038**
15:00 - 16:00	3	52	0.006	3	52	0.006	3	52	0.012
16:00 - 17:00	3	52	0.013	3	52	0.013	3	52	0.026
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.006	3	52	0.006	3	52	0.012
19:00 - 20:00	2	51	0.010	2	51	0.010	2	51	0.020
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.085			0.170

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:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.013	3	52	0.013	3	52	0.026
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.006	3	52	0.006	3	52	0.012
10:00 - 11:00	**3**	**52**	**0.026**	3	52	0.013	**3**	**52**	**0.039**
11:00 - 12:00	3	52	0.013	**3**	**52**	**0.019**	3	52	0.032
12:00 - 13:00	3	52	0.000	3	52	0.006	3	52	0.006
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.057			0.115

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:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	**3**	**52**	**0.006**	**3**	**52**	**0.006**	**3**	**52**	**0.012**
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.006	3	52	0.013	3	52	0.019
09:00 - 10:00	3	52	0.006	3	52	0.006	3	52	0.012
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.000	3	52	0.000
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.019	**3**	**52**	**0.019**	3	52	0.038
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	**3**	**52**	**0.026**	3	52	0.019	**3**	**52**	**0.045**
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.057			0.114

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:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.090	3	52	0.038	3	52	0.128
08:00 - 09:00	3	52	0.109	3	52	0.058	3	52	0.167
09:00 - 10:00	3	52	0.064	3	52	0.045	3	52	0.109
10:00 - 11:00	3	52	0.090	3	52	0.058	3	52	0.148
11:00 - 12:00	**3**	**52**	**0.122**	3	52	0.122	**3**	**52**	**0.244**
12:00 - 13:00	3	52	0.064	3	52	0.038	3	52	0.102
13:00 - 14:00	3	52	0.103	3	52	0.083	3	52	0.186
14:00 - 15:00	3	52	0.083	3	52	0.135	3	52	0.218
15:00 - 16:00	3	52	0.051	3	52	0.096	3	52	0.147
16:00 - 17:00	3	52	0.096	3	52	0.109	3	52	0.205
17:00 - 18:00	3	52	0.090	**3**	**52**	**0.154**	3	52	0.244
18:00 - 19:00	3	52	0.083	3	52	0.064	3	52	0.147
19:00 - 20:00	2	51	0.059	2	51	0.079	2	51	0.138
20:00 - 21:00	1	58	0.034	1	58	0.086	1	58	0.120
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.138			1.165			2.303

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:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**3**	**52**	**0.083**	3	52	0.026	**3**	**52**	**0.109**
08:00 - 09:00	3	52	0.058	3	52	0.032	3	52	0.090
09:00 - 10:00	3	52	0.013	3	52	0.000	3	52	0.013
10:00 - 11:00	3	52	0.045	3	52	0.038	3	52	0.083
11:00 - 12:00	3	52	0.019	3	52	0.032	3	52	0.051
12:00 - 13:00	3	52	0.019	3	52	0.032	3	52	0.051
13:00 - 14:00	3	52	0.038	3	52	0.058	3	52	0.096
14:00 - 15:00	3	52	0.032	3	52	0.026	3	52	0.058
15:00 - 16:00	3	52	0.026	3	52	0.045	3	52	0.071
16:00 - 17:00	3	52	0.006	3	52	0.026	3	52	0.032
17:00 - 18:00	3	52	0.006	3	52	0.013	3	52	0.019
18:00 - 19:00	3	52	0.000	3	52	0.006	3	52	0.006
19:00 - 20:00	2	51	0.030	**2**	**51**	**0.059**	2	51	0.089
20:00 - 21:00	1	58	0.000	1	58	0.034	1	58	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.375			0.427			0.802

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:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.032	3	52	0.000	3	52	0.032
08:00 - 09:00	3	52	0.013	3	52	0.019	3	52	0.032
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.006	3	52	0.000	3	52	0.006
11:00 - 12:00	3	52	0.013	3	52	0.000	3	52	0.013
12:00 - 13:00	3	52	0.000	3	52	0.006	3	52	0.006
13:00 - 14:00	3	52	0.006	3	52	0.000	3	52	0.006
14:00 - 15:00	3	52	0.006	3	52	0.026	3	52	0.032
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.006	3	52	0.006
17:00 - 18:00	3	52	0.006	3	52	0.000	3	52	0.006
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	**2**	**51**	**0.040**	2	51	0.000	2	51	0.040
20:00 - 21:00	1	58	0.017	**1**	**58**	**0.034**	**1**	**58**	**0.051**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.091			0.230

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:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.000	3	52	0.000
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	**3**	**52**	**0.013**	**3**	**52**	**0.013**
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.013			0.013

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:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.032	3	52	0.000	3	52	0.032
08:00 - 09:00	3	52	0.013	3	52	0.019	3	52	0.032
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.006	3	52	0.000	3	52	0.006
11:00 - 12:00	3	52	0.013	3	52	0.000	3	52	0.013
12:00 - 13:00	3	52	0.000	3	52	0.019	3	52	0.019
13:00 - 14:00	3	52	0.006	3	52	0.000	3	52	0.006
14:00 - 15:00	3	52	0.006	3	52	0.026	3	52	0.032
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.006	3	52	0.006
17:00 - 18:00	3	52	0.006	3	52	0.000	3	52	0.006
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	**2**	**51**	**0.040**	2	51	0.000	2	51	0.040
20:00 - 21:00	1	58	0.017	**1**	**58**	**0.034**	**1**	**58**	**0.051**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.104			0.243

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:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**3**	**52**	**0.205**	3	52	0.064	3	52	0.269
08:00 - 09:00	3	52	0.186	3	52	0.122	3	52	0.308
09:00 - 10:00	3	52	0.083	3	52	0.051	3	52	0.134
10:00 - 11:00	3	52	0.141	3	52	0.096	3	52	0.237
11:00 - 12:00	3	52	0.154	3	52	0.154	3	52	0.308
12:00 - 13:00	3	52	0.083	3	52	0.090	3	52	0.173
13:00 - 14:00	3	52	0.147	3	52	0.141	3	52	0.288
14:00 - 15:00	3	52	0.122	**3**	**52**	**0.186**	3	52	0.308
15:00 - 16:00	3	52	0.096	3	52	0.160	3	52	0.256
16:00 - 17:00	3	52	0.103	3	52	0.141	3	52	0.244
17:00 - 18:00	3	52	0.128	3	52	0.186	**3**	**52**	**0.314**
18:00 - 19:00	3	52	0.083	3	52	0.071	3	52	0.154
19:00 - 20:00	2	51	0.129	2	51	0.139	2	51	0.268
20:00 - 21:00	1	58	0.052	1	58	0.155	1	58	0.207
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.712			1.756			3.468

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:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-355901-161220-1205

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SC	SURREY	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 days
10	**WALES**		
	MT	MERTHYR TYDFIL	1 days
12	**CONNAUGHT**		
	RO	ROSCOMMON	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 pupils
Actual Range:	82 to 414 (units:)
Range Selected by User:	82 to 447 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 25/09/14

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

Selected survey days:

Tuesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
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	4
Village	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.

ARUN DISTRICT COUNCIL - 20/16/0/E/ENF

Filtering Stage 3 selection:

Use Class:

D1	5 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	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	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	1 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:

Yes	2 days
No	3 days

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

LIST OF SITES relevant to selection parameters

1 **MS-04-A-02** **PRIMARY SCHOOL** **MERSEYSIDE**
BOOKER AVENUE
ALVERTON
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 264
Survey date: THURSDAY *13/06/13* *Survey Type: MANUAL*

2 **MT-04-A-01** **PRIMARY SCHOOL** **MERTHYR TYDFIL**
BRECON ROAD

MERTHYR TYDFIL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 184
Survey date: FRIDAY *18/10/13* *Survey Type: MANUAL*

3 **NE-04-A-01** **PRIMARY SCHOOL** **NORTH EAST LINCOLNSHIRE**
SUNNINGDALE ROAD

SCUNTHORPE
Edge of Town
Residential Zone
Total Number of pupils: 147
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

4 **RO-04-A-01** **PRIMARY SCHOOL** **ROSCOMMON**
WARREN ROAD

BOYLE
Edge of Town
Residential Zone
Total Number of pupils: 82
Survey date: THURSDAY *25/09/14* *Survey Type: MANUAL*

5 **SC-04-A-01** **PRIMARY SCHOOL** **SURREY**
SCHOOL LANE
PIRBRIGHT
NEAR WOKING
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 414
Survey date: THURSDAY *22/11/12* *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
DO-04-A-01	Not in joint approach agreed selection

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.053	5	218	0.026	5	218	0.079
08:00 - 09:00	**5**	**218**	**0.267**	**5**	**218**	**0.195**	**5**	**218**	**0.462**
09:00 - 10:00	5	218	0.080	5	218	0.083	5	218	0.163
10:00 - 11:00	5	218	0.012	5	218	0.008	5	218	0.020
11:00 - 12:00	5	218	0.022	5	218	0.013	5	218	0.035
12:00 - 13:00	5	218	0.018	5	218	0.023	5	218	0.041
13:00 - 14:00	5	218	0.020	5	218	0.034	5	218	0.054
14:00 - 15:00	5	218	0.038	5	218	0.019	5	218	0.057
15:00 - 16:00	5	218	0.140	5	218	0.165	5	218	0.305
16:00 - 17:00	5	218	0.096	5	218	0.132	5	218	0.228
17:00 - 18:00	5	218	0.071	5	218	0.076	5	218	0.147
18:00 - 19:00	4	227	0.045	4	227	0.055	4	227	0.100
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.862			0.829			1.691

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TAXIS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	**5**	**218**	**0.004**	**5**	**218**	**0.004**	**5**	**218**	**0.008**
09:00 - 10:00	5	218	0.002	5	218	0.001	5	218	0.003
10:00 - 11:00	5	218	0.000	5	218	0.001	5	218	0.001
11:00 - 12:00	5	218	0.001	5	218	0.000	5	218	0.001
12:00 - 13:00	5	218	0.000	5	218	0.001	5	218	0.001
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.002	5	218	0.002	5	218	0.004
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL OGVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	**5**	**218**	**0.001**	**5**	**218**	**0.001**	**5**	**218**	**0.002**
08:00 - 09:00	5	218	0.001	5	218	0.001	5	218	0.002
09:00 - 10:00	5	218	0.001	5	218	0.001	5	218	0.002
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.001	5	218	0.001	5	218	0.002
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.001	5	218	0.001	5	218	0.002
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	5	218	0.000	5	218	0.000
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PSVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	5	218	0.000	5	218	0.000	5	218	0.000
09:00 - 10:00	**5**	**218**	**0.007**	**5**	**218**	**0.007**	**5**	**218**	**0.014**
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.001	5	218	0.001	5	218	0.002
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.001	5	218	0.001	5	218	0.002
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.002	5	218	0.002	5	218	0.004
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL CYCLISTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.005	5	218	0.000	5	218	0.005
08:00 - 09:00	**5**	**218**	**0.013**	5	218	0.003	**5**	**218**	**0.016**
09:00 - 10:00	5	218	0.002	5	218	0.003	5	218	0.005
10:00 - 11:00	5	218	0.000	5	218	0.001	5	218	0.001
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.001	5	218	0.001
15:00 - 16:00	5	218	0.005	5	218	0.005	5	218	0.010
16:00 - 17:00	5	218	0.001	**5**	**218**	**0.012**	5	218	0.013
17:00 - 18:00	5	218	0.002	5	218	0.004	5	218	0.006
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.029			0.057

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.074	5	218	0.028	5	218	0.102
08:00 - 09:00	**5**	**218**	**0.467**	5	218	0.162	**5**	**218**	**0.629**
09:00 - 10:00	5	218	0.095	5	218	0.035	5	218	0.130
10:00 - 11:00	5	218	0.016	5	218	0.012	5	218	0.028
11:00 - 12:00	5	218	0.025	5	218	0.014	5	218	0.039
12:00 - 13:00	5	218	0.019	5	218	0.024	5	218	0.043
13:00 - 14:00	5	218	0.023	5	218	0.040	5	218	0.063
14:00 - 15:00	5	218	0.022	5	218	0.022	5	218	0.044
15:00 - 16:00	5	218	0.105	**5**	**218**	**0.309**	5	218	0.414
16:00 - 17:00	5	218	0.073	5	218	0.237	5	218	0.310
17:00 - 18:00	5	218	0.072	5	218	0.088	5	218	0.160
18:00 - 19:00	4	227	0.075	4	227	0.062	4	227	0.137
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.066			1.033			2.099

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.028	5	218	0.002	5	218	0.030
08:00 - 09:00	**5**	**218**	**0.625**	5	218	0.212	5	218	0.837
09:00 - 10:00	5	218	0.073	5	218	0.058	5	218	0.131
10:00 - 11:00	5	218	0.005	5	218	0.001	5	218	0.006
11:00 - 12:00	5	218	0.021	5	218	0.027	5	218	0.048
12:00 - 13:00	5	218	0.017	5	218	0.025	5	218	0.042
13:00 - 14:00	5	218	0.005	5	218	0.013	5	218	0.018
14:00 - 15:00	5	218	0.019	5	218	0.012	5	218	0.031
15:00 - 16:00	5	218	0.269	**5**	**218**	**0.605**	**5**	**218**	**0.874**
16:00 - 17:00	5	218	0.036	5	218	0.122	5	218	0.158
17:00 - 18:00	5	218	0.009	5	218	0.011	5	218	0.020
18:00 - 19:00	4	227	0.009	4	227	0.010	4	227	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.116			1.098			2.214

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	**5**	**218**	**0.016**	5	218	0.000	**5**	**218**	**0.016**
09:00 - 10:00	5	218	0.000	5	218	0.000	5	218	0.000
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.010**	5	218	0.010
16:00 - 17:00	5	218	0.000	5	218	0.002	5	218	0.002
17:00 - 18:00	5	218	0.000	5	218	0.001	5	218	0.001
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.013			0.029

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	**5**	**218**	**0.001**	5	218	0.000	5	218	0.001
08:00 - 09:00	5	218	0.001	5	218	0.000	5	218	0.001
09:00 - 10:00	5	218	0.000	5	218	0.000	5	218	0.000
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.002**	**5**	**218**	**0.002**
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	5	218	0.000	5	218	0.000	5	218	0.000
09:00 - 10:00	**5**	**218**	**0.018**	5	218	0.000	5	218	0.018
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.020**	**5**	**218**	**0.020**
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.020			0.038

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.001	5	218	0.000	5	218	0.001
08:00 - 09:00	5	218	0.016	5	218	0.000	5	218	0.016
09:00 - 10:00	**5**	**218**	**0.018**	5	218	0.000	5	218	0.018
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.032**	**5**	**218**	**0.032**
16:00 - 17:00	5	218	0.000	5	218	0.002	5	218	0.002
17:00 - 18:00	5	218	0.000	5	218	0.001	5	218	0.001
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.109	5	218	0.030	5	218	0.139
08:00 - 09:00	**5**	**218**	**1.122**	5	218	0.377	**5**	**218**	**1.499**
09:00 - 10:00	5	218	0.189	5	218	0.095	5	218	0.284
10:00 - 11:00	5	218	0.022	5	218	0.014	5	218	0.036
11:00 - 12:00	5	218	0.046	5	218	0.041	5	218	0.087
12:00 - 13:00	5	218	0.037	5	218	0.049	5	218	0.086
13:00 - 14:00	5	218	0.028	5	218	0.053	5	218	0.081
14:00 - 15:00	5	218	0.041	5	218	0.035	5	218	0.076
15:00 - 16:00	5	218	0.379	**5**	**218**	**0.951**	5	218	1.330
16:00 - 17:00	5	218	0.110	5	218	0.373	5	218	0.483
17:00 - 18:00	5	218	0.083	5	218	0.104	5	218	0.187
18:00 - 19:00	4	227	0.084	4	227	0.072	4	227	0.156
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.250			2.194			4.444

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:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-355901-160905-0955

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
	DV	DEVON	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
09	**NORTH**		
	DH	DURHAM	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: Gross floor area
Actual Range: 70 to 469 (units: sqm)
Range Selected by User: 70 to 550 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 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:

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

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	7
High Street	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:

A1	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:

5,001 to 10,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	2 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:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 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	2 days
1.1 to 1.5	6 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

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

Travel Plan:

No	8 days

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

LIST OF SITES relevant to selection parameters

1 **CA-01-O-01** **CO-OP** **CAMBRIDGESHIRE**
MAYORS WALK
NETHERTON
PETERBOROUGH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 375 sqm
Survey date: MONDAY *17/10/11* *Survey Type: MANUAL*

2 **DC-01-O-01** **LONDIS** **DORSET**
MAUD ROAD

DORCHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 176 sqm
Survey date: FRIDAY *04/07/08* *Survey Type: MANUAL*

3 **DH-01-O-01** **SAINSBURY'S LOCAL** **DURHAM**
132 STATION LANE
SEATON CAREW
HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 469 sqm
Survey date: MONDAY *26/11/12* *Survey Type: MANUAL*

4 **DV-01-O-01** **PREMIER** **DEVON**
MELROSE AVENUE

PLYMOUTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 70 sqm
Survey date: WEDNESDAY *18/07/12* *Survey Type: MANUAL*

5 **ES-01-O-01** **ONE STOP** **EAST SUSSEX**
THE SIDINGS
ORE VALLEY
HASTINGS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *19/12/12* *Survey Type: MANUAL*

6 **NF-01-O-01** **TESCO EXPRESS** **NORFOLK**
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 298 sqm
Survey date: FRIDAY *26/10/12* *Survey Type: MANUAL*

7 **SY-01-O-02** **SAINBURY'S LOCAL** **SOUTH YORKSHIRE**
ECCLESALL ROAD

SHEFFIELD
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 306 sqm
Survey date: FRIDAY *14/12/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WY-01-O-01 SAINSBURY'S LOCAL WEST YORKSHIRE
KEIGHLEY ROAD

BRADFORD
Edge of Town
Residential Zone
Total Gross floor area: 400 sqm
Survey date: THURSDAY *06/12/12* *Survey Type: MANUAL*

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

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	3.226	4	256	2.542	4	256	5.768
07:00 - 08:00	8	297	7.540	8	297	7.035	8	297	14.575
08:00 - 09:00	8	297	8.382	8	297	7.666	8	297	16.048
09:00 - 10:00	8	297	7.203	8	297	6.866	8	297	14.069
10:00 - 11:00	8	297	7.329	8	297	7.077	8	297	14.406
11:00 - 12:00	8	297	7.751	8	297	7.709	8	297	15.460
12:00 - 13:00	8	297	9.941	8	297	9.562	8	297	19.503
13:00 - 14:00	8	297	7.498	8	297	7.119	8	297	14.617
14:00 - 15:00	8	297	8.382	8	297	7.877	8	297	16.259
15:00 - 16:00	8	297	9.646	8	297	10.110	8	297	19.756
16:00 - 17:00	8	297	10.826	8	297	9.393	8	297	20.219
17:00 - 18:00	8	297	11.415	8	297	10.826	8	297	22.241
18:00 - 19:00	**8**	**297**	**12.131**	**8**	**297**	**12.679**	**8**	**297**	**24.810**
19:00 - 20:00	8	297	8.467	8	297	10.067	8	297	18.534
20:00 - 21:00	7	329	4.514	7	329	5.556	7	329	10.070
21:00 - 22:00	6	355	2.632	6	355	3.195	6	355	5.827
22:00 - 23:00	2	422	1.066	2	422	1.896	2	422	2.962
23:00 - 24:00									
Total Rates:			127.949			127.175			255.124

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:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.084	8	297	0.084	8	297	0.168
08:00 - 09:00	**8**	**297**	**0.379**	**8**	**297**	**0.295**	**8**	**297**	**0.674**
09:00 - 10:00	8	297	0.126	8	297	0.168	8	297	0.294
10:00 - 11:00	8	297	0.126	8	297	0.126	8	297	0.252
11:00 - 12:00	8	297	0.042	8	297	0.042	8	297	0.084
12:00 - 13:00	8	297	0.253	8	297	0.211	8	297	0.464
13:00 - 14:00	8	297	0.084	8	297	0.126	8	297	0.210
14:00 - 15:00	8	297	0.084	8	297	0.000	8	297	0.084
15:00 - 16:00	8	297	0.084	8	297	0.168	8	297	0.252
16:00 - 17:00	8	297	0.126	8	297	0.042	8	297	0.168
17:00 - 18:00	8	297	0.126	8	297	0.126	8	297	0.252
18:00 - 19:00	8	297	0.126	8	297	0.168	8	297	0.294
19:00 - 20:00	8	297	0.126	8	297	0.168	8	297	0.294
20:00 - 21:00	7	329	0.043	7	329	0.043	7	329	0.086
21:00 - 22:00	6	355	0.047	6	355	0.047	6	355	0.094
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			1.856			1.814			3.670

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:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.196	4	256	0.196	4	256	0.392
07:00 - 08:00	**8**	**297**	**0.253**	**8**	**297**	**0.295**	**8**	**297**	**0.548**
08:00 - 09:00	8	297	0.211	8	297	0.168	8	297	0.379
09:00 - 10:00	8	297	0.084	8	297	0.126	8	297	0.210
10:00 - 11:00	8	297	0.042	8	297	0.042	8	297	0.084
11:00 - 12:00	8	297	0.084	8	297	0.084	8	297	0.168
12:00 - 13:00	8	297	0.084	8	297	0.084	8	297	0.168
13:00 - 14:00	8	297	0.126	8	297	0.084	8	297	0.210
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.000	8	297	0.000	8	297	0.000
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	8	297	0.042	8	297	0.042	8	297	0.084
18:00 - 19:00	8	297	0.000	8	297	0.000	8	297	0.000
19:00 - 20:00	8	297	0.000	8	297	0.000	8	297	0.000
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			1.122			1.121			2.243

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:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.000	8	297	0.000	8	297	0.000
08:00 - 09:00	8	297	0.000	8	297	0.000	8	297	0.000
09:00 - 10:00	8	297	0.000	8	297	0.000	8	297	0.000
10:00 - 11:00	8	297	0.000	8	297	0.000	8	297	0.000
11:00 - 12:00	8	297	0.000	8	297	0.000	8	297	0.000
12:00 - 13:00	8	297	0.000	8	297	0.000	8	297	0.000
13:00 - 14:00	8	297	0.000	8	297	0.000	8	297	0.000
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.000	8	297	0.000	8	297	0.000
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	8	297	0.000	8	297	0.000	8	297	0.000
18:00 - 19:00	8	297	0.000	8	297	0.000	8	297	0.000
19:00 - 20:00	8	297	0.000	8	297	0.000	8	297	0.000
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.293	4	256	0.196	4	256	0.489
07:00 - 08:00	8	297	0.463	**8**	**297**	**0.632**	8	297	1.095
08:00 - 09:00	**8**	**297**	**0.674**	8	297	0.632	**8**	**297**	**1.306**
09:00 - 10:00	8	297	0.295	8	297	0.168	8	297	0.463
10:00 - 11:00	8	297	0.253	8	297	0.211	8	297	0.464
11:00 - 12:00	8	297	0.042	8	297	0.084	8	297	0.126
12:00 - 13:00	8	297	0.379	8	297	0.295	8	297	0.674
13:00 - 14:00	8	297	0.084	8	297	0.211	8	297	0.295
14:00 - 15:00	8	297	0.126	8	297	0.168	8	297	0.294
15:00 - 16:00	8	297	0.168	8	297	0.168	8	297	0.336
16:00 - 17:00	8	297	0.590	8	297	0.463	8	297	1.053
17:00 - 18:00	8	297	0.337	8	297	0.295	8	297	0.632
18:00 - 19:00	8	297	0.505	8	297	0.548	8	297	1.053
19:00 - 20:00	8	297	0.126	8	297	0.168	8	297	0.294
20:00 - 21:00	7	329	0.087	7	329	0.260	7	329	0.347
21:00 - 22:00	6	355	0.141	6	355	0.141	6	355	0.282
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			4.563			4.640			9.203

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:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	4.106	4	256	3.030	4	256	7.136
07:00 - 08:00	8	297	9.815	8	297	8.677	8	297	18.492
08:00 - 09:00	8	297	11.163	8	297	10.278	8	297	21.441
09:00 - 10:00	8	297	8.930	8	297	8.593	8	297	17.523
10:00 - 11:00	8	297	8.551	8	297	8.382	8	297	16.933
11:00 - 12:00	8	297	10.531	8	297	10.362	8	297	20.893
12:00 - 13:00	8	297	12.089	8	297	12.089	8	297	24.178
13:00 - 14:00	8	297	8.930	8	297	9.141	8	297	18.071
14:00 - 15:00	8	297	9.478	8	297	9.351	8	297	18.829
15:00 - 16:00	8	297	12.721	8	297	13.353	8	297	26.074
16:00 - 17:00	8	297	14.659	8	297	12.805	8	297	27.464
17:00 - 18:00	8	297	14.406	8	297	14.364	8	297	28.770
18:00 - 19:00	**8**	**297**	**15.206**	**8**	**297**	**15.922**	**8**	**297**	**31.128**
19:00 - 20:00	8	297	11.163	8	297	13.058	8	297	24.221
20:00 - 21:00	7	329	6.510	7	329	8.160	7	329	14.670
21:00 - 22:00	6	355	3.806	6	355	4.417	6	355	8.223
22:00 - 23:00	2	422	1.540	2	422	2.488	2	422	4.028
23:00 - 24:00									
Total Rates:			163.604			164.470			328.074

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:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	2.639	4	256	2.346	4	256	4.985
07:00 - 08:00	8	297	6.066	8	297	5.476	8	297	11.542
08:00 - 09:00	8	297	11.415	8	297	11.247	8	297	22.662
09:00 - 10:00	8	297	7.751	8	297	6.108	8	297	13.859
10:00 - 11:00	8	297	7.793	8	297	7.666	8	297	15.459
11:00 - 12:00	8	297	9.393	8	297	8.846	8	297	18.239
12:00 - 13:00	8	297	9.688	8	297	9.141	8	297	18.829
13:00 - 14:00	8	297	9.393	8	297	10.278	8	297	19.671
14:00 - 15:00	8	297	9.941	8	297	10.152	8	297	20.093
15:00 - 16:00	**8**	**297**	**16.596**	**8**	**297**	**15.543**	**8**	**297**	**32.139**
16:00 - 17:00	8	297	12.468	8	297	12.258	8	297	24.726
17:00 - 18:00	8	297	10.952	8	297	11.078	8	297	22.030
18:00 - 19:00	8	297	13.311	8	297	13.100	8	297	26.411
19:00 - 20:00	8	297	9.941	8	297	11.752	8	297	21.693
20:00 - 21:00	7	329	7.205	7	329	7.292	7	329	14.497
21:00 - 22:00	6	355	5.686	6	355	6.438	6	355	12.124
22:00 - 23:00	2	422	0.118	2	422	0.118	2	422	0.236
23:00 - 24:00									
Total Rates:			150.356			148.839			299.195

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:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.126	8	297	0.168	8	297	0.294
08:00 - 09:00	8	297	0.421	8	297	0.421	8	297	0.842
09:00 - 10:00	8	297	0.379	8	297	0.379	8	297	0.758
10:00 - 11:00	8	297	0.590	8	297	0.716	8	297	1.306
11:00 - 12:00	8	297	0.548	8	297	0.379	8	297	0.927
12:00 - 13:00	8	297	0.421	8	297	0.632	8	297	1.053
13:00 - 14:00	8	297	0.421	8	297	0.337	8	297	0.758
14:00 - 15:00	8	297	0.758	8	297	0.505	8	297	1.263
15:00 - 16:00	8	297	0.379	8	297	0.421	8	297	0.800
16:00 - 17:00	8	297	0.379	8	297	0.168	8	297	0.547
17:00 - 18:00	**8**	**297**	**1.264**	**8**	**297**	**1.179**	**8**	**297**	**2.443**
18:00 - 19:00	8	297	0.716	8	297	0.590	8	297	1.306
19:00 - 20:00	8	297	0.126	8	297	0.084	8	297	0.210
20:00 - 21:00	7	329	0.087	7	329	0.087	7	329	0.174
21:00 - 22:00	6	355	0.047	6	355	0.047	6	355	0.094
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			6.662			6.113			12.775

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:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.000	8	297	0.126	8	297	0.126
08:00 - 09:00	8	297	0.000	8	297	0.042	8	297	0.042
09:00 - 10:00	8	297	0.000	8	297	0.000	8	297	0.000
10:00 - 11:00	8	297	0.000	8	297	0.000	8	297	0.000
11:00 - 12:00	8	297	0.000	8	297	0.000	8	297	0.000
12:00 - 13:00	8	297	0.000	8	297	0.000	8	297	0.000
13:00 - 14:00	8	297	0.000	8	297	0.000	8	297	0.000
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.042	8	297	0.000	8	297	0.042
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	**8**	**297**	**0.253**	**8**	**297**	**0.168**	**8**	**297**	**0.421**
18:00 - 19:00	8	297	0.168	8	297	0.084	8	297	0.252
19:00 - 20:00	8	297	0.042	8	297	0.042	8	297	0.084
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			0.505			0.462			0.967

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:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.000	8	297	0.000	8	297	0.000
08:00 - 09:00	8	297	0.000	8	297	0.000	8	297	0.000
09:00 - 10:00	8	297	0.000	8	297	0.000	8	297	0.000
10:00 - 11:00	8	297	0.000	8	297	0.000	8	297	0.000
11:00 - 12:00	8	297	0.000	8	297	0.000	8	297	0.000
12:00 - 13:00	8	297	0.000	8	297	0.000	8	297	0.000
13:00 - 14:00	8	297	0.000	8	297	0.000	8	297	0.000
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.000	8	297	0.000	8	297	0.000
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	8	297	0.000	8	297	0.000	8	297	0.000
18:00 - 19:00	8	297	0.000	8	297	0.000	8	297	0.000
19:00 - 20:00	8	297	0.000	8	297	0.000	8	297	0.000
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.126	8	297	0.295	8	297	0.421
08:00 - 09:00	8	297	0.421	8	297	0.463	8	297	0.884
09:00 - 10:00	8	297	0.379	8	297	0.379	8	297	0.758
10:00 - 11:00	8	297	0.590	8	297	0.716	8	297	1.306
11:00 - 12:00	8	297	0.548	8	297	0.379	8	297	0.927
12:00 - 13:00	8	297	0.421	8	297	0.632	8	297	1.053
13:00 - 14:00	8	297	0.421	8	297	0.337	8	297	0.758
14:00 - 15:00	8	297	0.758	8	297	0.505	8	297	1.263
15:00 - 16:00	8	297	0.421	8	297	0.421	8	297	0.842
16:00 - 17:00	8	297	0.379	8	297	0.168	8	297	0.547
17:00 - 18:00	**8**	**297**	**1.516**	**8**	**297**	**1.348**	**8**	**297**	**2.864**
18:00 - 19:00	8	297	0.885	8	297	0.674	8	297	1.559
19:00 - 20:00	8	297	0.168	8	297	0.126	8	297	0.294
20:00 - 21:00	7	329	0.087	7	329	0.087	7	329	0.174
21:00 - 22:00	6	355	0.047	6	355	0.047	6	355	0.094
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			7.167			6.577			13.744

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:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	7.038	4	256	5.572	4	256	12.610
07:00 - 08:00	8	297	16.470	8	297	15.080	8	297	31.550
08:00 - 09:00	8	297	23.673	8	297	22.620	8	297	46.293
09:00 - 10:00	8	297	17.355	8	297	15.249	8	297	32.604
10:00 - 11:00	8	297	17.186	8	297	16.976	8	297	34.162
11:00 - 12:00	8	297	20.514	8	297	19.671	8	297	40.185
12:00 - 13:00	8	297	22.578	8	297	22.157	8	297	44.735
13:00 - 14:00	8	297	18.829	8	297	19.966	8	297	38.795
14:00 - 15:00	8	297	20.303	8	297	20.177	8	297	40.480
15:00 - 16:00	**8**	**297**	**29.907**	8	297	29.486	8	297	59.393
16:00 - 17:00	8	297	28.096	8	297	25.695	8	297	53.791
17:00 - 18:00	8	297	27.211	8	297	27.085	8	297	54.296
18:00 - 19:00	8	297	29.907	**8**	**297**	**30.244**	**8**	**297**	**60.151**
19:00 - 20:00	8	297	21.398	8	297	25.105	8	297	46.503
20:00 - 21:00	7	329	13.889	7	329	15.799	7	329	29.688
21:00 - 22:00	6	355	9.680	6	355	11.043	6	355	20.723
22:00 - 23:00	2	422	1.659	2	422	2.607	2	422	4.266
23:00 - 24:00									
Total Rates:			325.693			324.532			650.225

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:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-355901-161107-1105

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLES

Selected regions and areas:
09 NORTH
TW TYNE & WEAR 1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 260 to 1840 (units: sqm)
Range Selected by User: 240 to 1890 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 28/10/14

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

Selected survey days:
Wednesday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
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 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:
A1 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

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:

250,001 to 500,000	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	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	1 days

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

Travel Plan:

No	1 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	**TW-01-I-02**	**LOCAL SHOPS**	**TYNE & WEAR**

DURHAM ROAD
BARNES PARK
SUNDERLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 540 sqm
Survey date: WEDNESDAY *21/11/12* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	1	540	4.074	1	540	3.148	1	540	7.222
08:00 - 09:00	1	540	4.074	1	540	3.519	1	540	7.593
09:00 - 10:00	1	540	4.259	1	540	3.704	1	540	7.963
10:00 - 11:00	1	540	6.481	1	540	3.333	1	540	9.814
11:00 - 12:00	1	540	3.333	1	540	4.815	1	540	8.148
12:00 - 13:00	1	540	3.889	1	540	2.963	1	540	6.852
13:00 - 14:00	1	540	2.593	1	540	2.222	1	540	4.815
14:00 - 15:00	1	540	1.481	1	540	1.296	1	540	2.777
15:00 - 16:00	1	540	2.037	1	540	2.037	1	540	4.074
16:00 - 17:00	1	540	3.519	1	540	3.519	1	540	7.038
17:00 - 18:00	1	540	3.333	1	540	5.926	1	540	9.259
18:00 - 19:00	**1**	**540**	**6.667**	**1**	**540**	**7.593**	**1**	**540**	**14.260**
19:00 - 20:00	1	540	3.519	1	540	4.259	1	540	7.778
20:00 - 21:00	1	540	4.074	1	540	3.704	1	540	7.778
21:00 - 22:00	1	540	4.444	1	540	4.444	1	540	8.888
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			59.073			57.778			116.851

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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.185	1	540	0.185	1	540	0.370
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.185	1	540	0.185	1	540	0.370
11:00 - 12:00	**1**	**540**	**0.370**	**1**	**540**	**0.370**	**1**	**540**	**0.740**
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.185	1	540	0.000	1	540	0.185
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.185	1	540	0.185
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.925			0.925			1.850

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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.185	1	540	0.000	1	540	0.185
09:00 - 10:00	**1**	**540**	**0.556**	**1**	**540**	**0.185**	**1**	**540**	**0.741**
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.185	1	540	0.185
18:00 - 19:00	1	540	0.000	1	540	0.185	1	540	0.185
19:00 - 20:00	1	540	0.000	1	540	0.185	1	540	0.185
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.185	1	540	0.185	1	540	0.370
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.926			0.925			1.851

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

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Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	**1**	**540**	**0.185**	1	540	0.000	**1**	**540**	**0.185**
15:00 - 16:00	1	540	0.000	**1**	**540**	**0.185**	1	540	0.185
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.185			0.185			0.370

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.370	**1**	**540**	**0.370**	**1**	**540**	**0.740**
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.185	1	540	0.185
12:00 - 13:00	1	540	0.185	1	540	0.185	1	540	0.370
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.370	1	540	0.370	1	540	0.740
15:00 - 16:00	1	540	0.185	1	540	0.185	1	540	0.370
16:00 - 17:00	**1**	**540**	**0.556**	1	540	0.000	1	540	0.556
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.185	1	540	0.370	1	540	0.555
19:00 - 20:00	1	540	0.000	1	540	0.370	1	540	0.370
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.370	1	540	0.370	1	540	0.740
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.406			2.405			4.811

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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.481	1	540	1.481	1	540	2.962
07:00 - 08:00	1	540	5.370	1	540	4.074	1	540	9.444
08:00 - 09:00	1	540	4.815	1	540	3.889	1	540	8.704
09:00 - 10:00	1	540	5.370	1	540	4.630	1	540	10.000
10:00 - 11:00	1	540	7.593	1	540	3.333	1	540	10.926
11:00 - 12:00	1	540	4.259	1	540	6.481	1	540	10.740
12:00 - 13:00	1	540	6.111	1	540	3.704	1	540	9.815
13:00 - 14:00	1	540	4.259	1	540	3.148	1	540	7.407
14:00 - 15:00	1	540	2.222	1	540	1.852	1	540	4.074
15:00 - 16:00	1	540	3.519	1	540	2.407	1	540	5.926
16:00 - 17:00	1	540	6.111	1	540	5.926	1	540	12.037
17:00 - 18:00	1	540	4.444	1	540	10.185	1	540	14.629
18:00 - 19:00	**1**	**540**	**11.667**	**1**	**540**	**11.481**	**1**	**540**	**23.148**
19:00 - 20:00	1	540	5.000	1	540	7.407	1	540	12.407
20:00 - 21:00	1	540	6.111	1	540	5.926	1	540	12.037
21:00 - 22:00	1	540	5.556	1	540	5.185	1	540	10.741
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			83.888			81.109			164.997

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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	4.259	1	540	3.333	1	540	7.592
07:00 - 08:00	1	540	5.926	1	540	4.259	1	540	10.185
08:00 - 09:00	1	540	9.074	1	540	9.630	1	540	18.704
09:00 - 10:00	1	540	7.963	1	540	7.593	1	540	15.556
10:00 - 11:00	1	540	6.667	1	540	5.556	1	540	12.223
11:00 - 12:00	1	540	5.556	1	540	5.370	1	540	10.926
12:00 - 13:00	**1**	**540**	**12.593**	**1**	**540**	**13.333**	**1**	**540**	**25.926**
13:00 - 14:00	1	540	9.630	1	540	7.963	1	540	17.593
14:00 - 15:00	1	540	8.704	1	540	7.963	1	540	16.667
15:00 - 16:00	1	540	8.704	1	540	9.259	1	540	17.963
16:00 - 17:00	1	540	8.519	1	540	9.815	1	540	18.334
17:00 - 18:00	1	540	9.074	1	540	10.000	1	540	19.074
18:00 - 19:00	1	540	7.778	1	540	10.741	1	540	18.519
19:00 - 20:00	1	540	8.704	1	540	8.333	1	540	17.037
20:00 - 21:00	1	540	5.741	1	540	7.407	1	540	13.148
21:00 - 22:00	1	540	5.000	1	540	7.222	1	540	12.222
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			123.892			127.777			251.669

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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	1	540	0.000	1	540	0.556	1	540	0.556
08:00 - 09:00	1	540	0.000	1	540	1.481	1	540	1.481
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.185	1	540	0.926	1	540	1.111
11:00 - 12:00	1	540	2.037	**1**	**540**	**2.963**	**1**	**540**	**5.000**
12:00 - 13:00	**1**	**540**	**2.407**	1	540	1.852	1	540	4.259
13:00 - 14:00	1	540	1.481	1	540	0.741	1	540	2.222
14:00 - 15:00	1	540	1.111	1	540	0.556	1	540	1.667
15:00 - 16:00	1	540	2.222	1	540	0.000	1	540	2.222
16:00 - 17:00	1	540	1.852	1	540	0.185	1	540	2.037
17:00 - 18:00	1	540	1.481	1	540	0.000	1	540	1.481
18:00 - 19:00	1	540	0.556	1	540	0.556	1	540	1.112
19:00 - 20:00	1	540	1.111	1	540	0.370	1	540	1.481
20:00 - 21:00	1	540	0.185	1	540	0.556	1	540	0.741
21:00 - 22:00	1	540	0.741	1	540	0.741	1	540	1.482
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.110			12.594			28.704

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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	1	540	0.000	1	540	0.556	1	540	0.556
08:00 - 09:00	1	540	0.000	1	540	1.481	1	540	1.481
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.185	1	540	0.926	1	540	1.111
11:00 - 12:00	1	540	2.037	**1**	**540**	**2.963**	**1**	**540**	**5.000**
12:00 - 13:00	**1**	**540**	**2.407**	1	540	1.852	1	540	4.259
13:00 - 14:00	1	540	1.481	1	540	0.741	1	540	2.222
14:00 - 15:00	1	540	1.111	1	540	0.556	1	540	1.667
15:00 - 16:00	1	540	2.222	1	540	0.000	1	540	2.222
16:00 - 17:00	1	540	1.852	1	540	0.185	1	540	2.037
17:00 - 18:00	1	540	1.481	1	540	0.000	1	540	1.481
18:00 - 19:00	1	540	0.556	1	540	0.556	1	540	1.112
19:00 - 20:00	1	540	1.111	1	540	0.370	1	540	1.481
20:00 - 21:00	1	540	0.185	1	540	0.556	1	540	0.741
21:00 - 22:00	1	540	0.741	1	540	0.741	1	540	1.482
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.110			12.594			28.704

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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	6.667	1	540	5.926	1	540	12.593
07:00 - 08:00	1	540	11.296	1	540	8.889	1	540	20.185
08:00 - 09:00	1	540	13.889	1	540	15.000	1	540	28.889
09:00 - 10:00	1	540	13.704	1	540	12.593	1	540	26.297
10:00 - 11:00	1	540	14.444	1	540	9.815	1	540	24.259
11:00 - 12:00	1	540	11.852	1	540	15.000	1	540	26.852
12:00 - 13:00	**1**	**540**	**21.296**	1	540	19.074	1	540	40.370
13:00 - 14:00	1	540	15.370	1	540	11.852	1	540	27.222
14:00 - 15:00	1	540	12.407	1	540	10.741	1	540	23.148
15:00 - 16:00	1	540	14.630	1	540	11.852	1	540	26.482
16:00 - 17:00	1	540	17.037	1	540	15.926	1	540	32.963
17:00 - 18:00	1	540	15.000	1	540	20.185	1	540	35.185
18:00 - 19:00	1	540	20.185	**1**	**540**	**23.148**	**1**	**540**	**43.333**
19:00 - 20:00	1	540	14.815	1	540	16.481	1	540	31.296
20:00 - 21:00	1	540	12.037	1	540	13.889	1	540	25.926
21:00 - 22:00	1	540	11.667	1	540	13.519	1	540	25.186
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			226.296			223.890			450.186

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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

Appendix 20

Census 2011 Data

ARUN DISTRICT COUNCIL P/140/16/OUT

ARUN DISTRICT COUNCIL P/140/16/OUT

Method of Travel to Work (QS701EW)

				Pagham ar Ward	Arun Non-Metropo	South East Region	England Country
All Usual Residents Aged 16 to 74	Count	Persons	Mar-11	5334	106071	6274341	38881374
Work Mainly at or From Home	Count	Persons	Mar-11	187	4133	279656	1349568
Underground, Metro, Light Rail, Tram	Count	Persons	Mar-11	7	94	15338	1027625
Train	Count	Persons	Mar-11	46	3101	311895	1343684
Bus, Minibus or Coach	Count	Persons	Mar-11	111	1646	189926	1886539
Taxi	Count	Persons	Mar-11	12	239	16750	131465
Motorcycle, Scooter or Moped	Count	Persons	Mar-11	40	608	36467	206550
Driving a Car or Van	Count	Persons	Mar-11	2332	43621	2590701	14345882
Passenger in a Car or Van	Count	Persons	Mar-11	188	4199	200386	1264553
Bicycle	Count	Persons	Mar-11	99	2497	127614	742675
On Foot	Count	Persons	Mar-11	161	6848	463662	2701453
Other Method of Travel to Work	Count	Persons	Mar-11	11	457	28328	162727
Not in Employment	Count	Persons	Mar-11	2140	38628	2013618	13718653
Method of Travel to Work, 2011 (QS701E	LastUpdat	30-Jan-13					
Method of Travel to Work, 2011 (QS701E	Source	Office for National Statistics					
Method of Travel to Work (QS701EW)	National Statistics						

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ARUN DISTRICT COUNCIL P/140/16/OUT

KS401EW - Dwellings, household spaces and accommodation type

ONS Crown Copyright Reserved [from Nomis on 6 November 2016]

population	All dwellings; all household spaces
units	Household spaces and Dwellings
date	2011
rural urban	Total

Area	All categories: Dwelling type
msoa2011:E02006559 : Arun 018	4,032
msoa2011:E02006560 : Arun 019	4,553
lsoa2011:E01031380 : Arun 018A	798
lsoa2011:E01031383 : Arun 018D	793
lsoa2011:E01031384 : Arun 018E	814
lsoa2011:E01031385 : Arun 019A	787
lsoa2011:E01031445 : Arun 019B	811
lsoa2011:E01031446 : Arun 019C	639
lsoa2011:E01031447 : Arun 019D	765
lsoa2011:E01031448 : Arun 019E	861
lsoa2011:E01031449 : Arun 019F	690

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

ARUN DISTRICT COUNCIL P/140/16/OUT

KS401EW - Dwellings, household spaces and accommodation type

ONS Crown Copyright Reserved [from Nomis on 6 November 2016]

population	All dwellings; all household spaces
units	Household spaces and Dwellings
date	2011
rural urban	Total

Area	All categories: Dwelling type		Assignment
lsoa2011:E01031380 : Arun 018A	798	11.50%	Nyetimber, Gosssamer Lane
lsoa2011:E01031383 : Arun 018D	793	11.40%	Nyetimber Lane
lsoa2011:E01031384 : Arun 018E	814	11.70%	Nyetimber, Gosssamer Lane
lsoa2011:E01031385 : Arun 019A	787	11.30%	Nyetimber Lane, Gossamer Lane
lsoa2011:E01031445 : Arun 019B	811	11.70%	1/2 Hook Lane, 1/2 Nyetimber Lane
lsoa2011:E01031446 : Arun 019C	639	9.20%	1/2 Hook Lane, 1/2 Nyetimber Lane
lsoa2011:E01031447 : Arun 019D	765	11.00%	Lost before Nyetimber
lsoa2011:E01031448 : Arun 019E	861	12.40%	Accounted for in southbound flows
lsoa2011:E01031449 : Arun 019F	690	9.90%	Hook Lane, Grosvenor Gardens
Total	6,958	100%	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.
Some counts will be affected, particularly small counts at the lowest geographies.

ARUN DISTRICT COUNCIL P/140/16/OUT

KS401EW - Dwellings, household spaces and accommodation type

ONS Crown Copyright Reserved [from Nomis on 6 November 2016]

population	All dwellings; all household spaces
units	Household spaces and Dwellings
date	2011
rural urban	Total

RETAIL DISTRIBUTION

Area	All categories: Dwelling type	%	Assignment	Adjustment %
lsoa2011:E01031445 : Arun 019B	811	37	1/2 North of Nyetimber, 1/2 Nyetimber Lane	36.5
lsoa2011:E01031446 : Arun 019C	639	29	Nyetimber Lane	29
lsoa2011:E01031447 : Arun 019D	765	35	Lost before Nyetimber	34.5
Total	2,215			100%

AM	58% Traffic to/from North	21%	1/2 North of Nyetimber, 1/2 Nyetimber Lane	27.5% Nyetimber Lane
		17%	Nyetimber Lane	
		20%	Lost before Nyetimber	
PM	46% to/from North	17%	1/2 North of Nyetimber, 1/2 Nyetimber Lane	21.5% Nyetimber Lane
		13%	Nyetimber Lane	
		16%	Lost before Nyetimber	

ARUN DISTRICT COUNCIL P/140/16/OUT

KS401EW - Dwellings, household spaces and accommodation type

ONS Crown Copyright Reserved [from Nomis on 6 November 2016]

population	All dwellings; all household spaces
units	Household spaces and Dwellings
date	2011
rural urban	Total

SCHOOL DISTRIBUTION

Area	All categories: Dwelling type		Assignment
lsoa2011:E01031380 : Arun 018A	798	11.5%	Nyetimber, Gosssamer Lane
lsoa2011:E01031383 : Arun 018D	793	11.4%	Nyetimber Lane
lsoa2011:E01031384 : Arun 018E	814	11.7%	Nyetimber, Gosssamer Lane
lsoa2011:E01031385 : Arun 019A	787	11.3%	Nyetimber Lane, Gossamer Lane
lsoa2011:E01031445 : Arun 019B	811	11.7%	1/2 Hook Lane, 1/2 Nyetimber Lane
lsoa2011:E01031446 : Arun 019C	639	9.2%	1/2 Hook Lane, 1/2 Nyetimber Lane
lsoa2011:E01031447 : Arun 019D	765	11.0%	Lost before Nyetimber
lsoa2011:E01031448 : Arun 019E	861	12.4%	Accounted for in southbound flows
lsoa2011:E01031449 : Arun 019F	690	9.9%	Hook Lane, Grosvenor Gardens
Total	6,958	100%	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.
Some counts will be affected, particularly small counts at the lowest geographies.

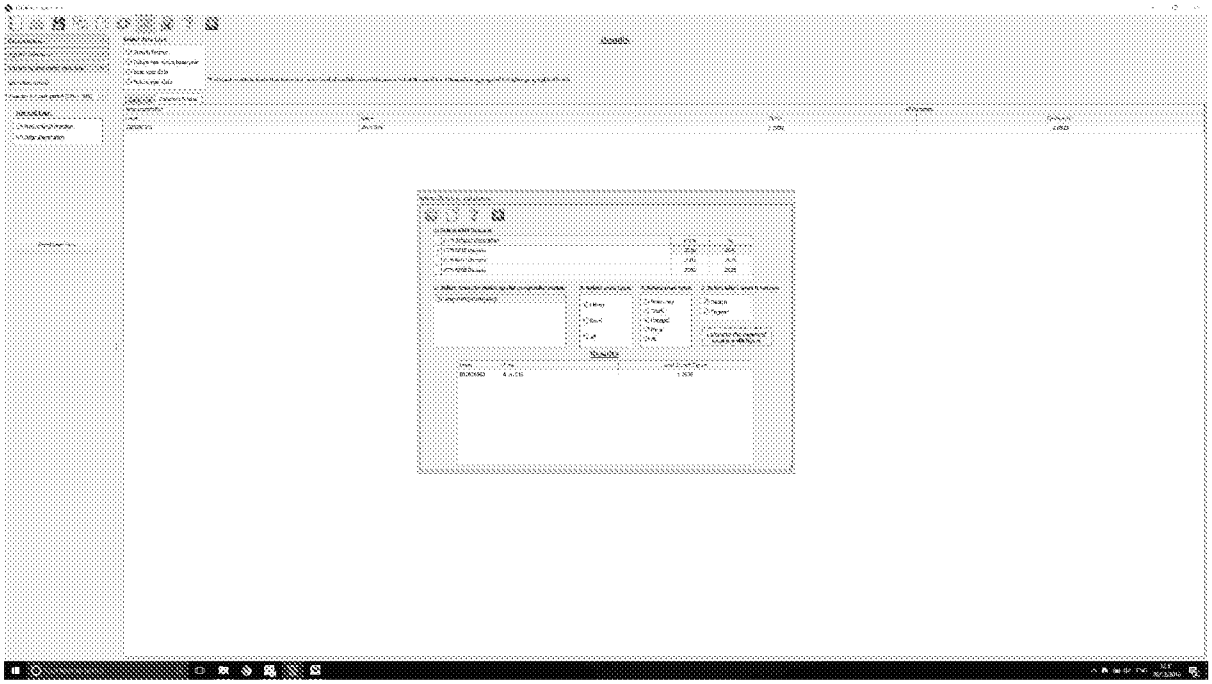
Appendix 21

TEMPro Data

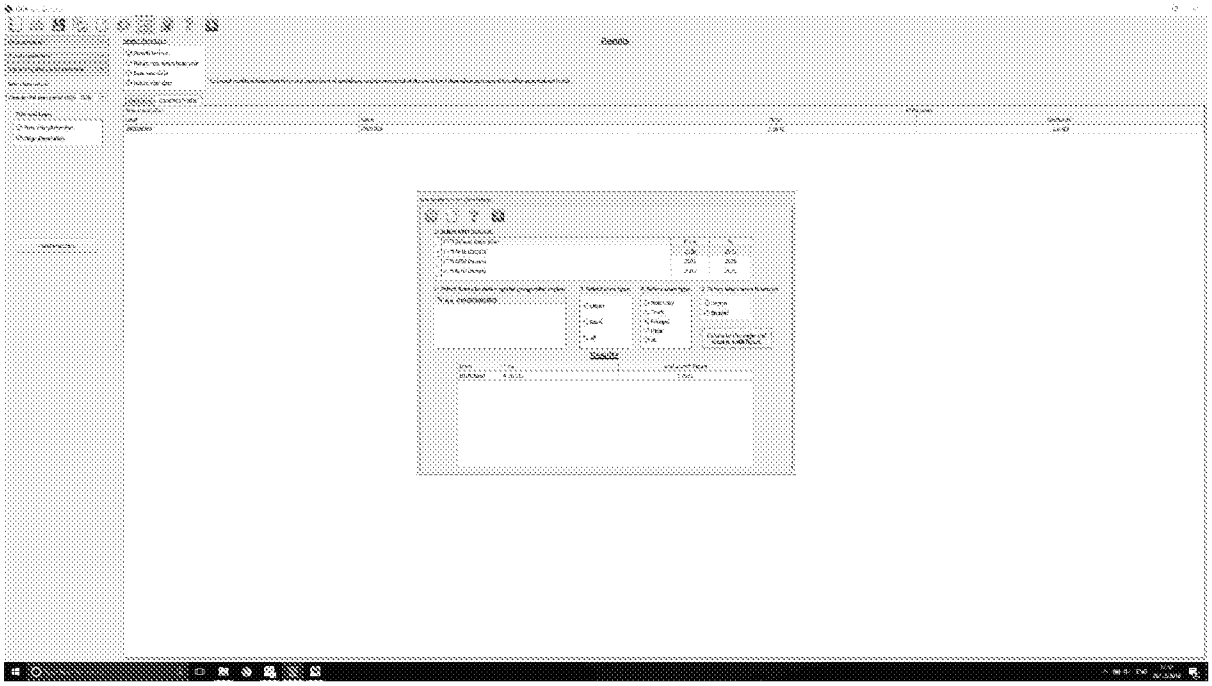
ARUN DISTRICT COUNCIL P/140/16/OUT

1616 Pagham South

2016-2022 AM Urban Principal



2016-2022 PM Urban Principal



Appendix 22

PICADY Outputs – Site Access Junctions

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 2022 Site Access N +DEV.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY\TA01A
Report generation date: 06/03/2017 18:58:38

»2022, AM
»2022, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
Stream B-AC	0.3	7.31	0.21	A	1.58	A	140 % [Stream B-AC]	0.3	7.50	0.20	A	1.69	A	137 % [Stream B-AC]
Stream C-AB	0.1	5.72	0.11	A				0.2	5.59	0.13	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/06/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	1.58	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	140	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road South		Major
B	Site		Minor
C	Pagham Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	250.0	✓	6.00

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)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	65	44

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	625	0.109	0.275	0.173	0.393
1	B-C	782	0.115	0.290	-	-
1	C-B	820	0.304	0.304	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	329	100.000
B		✓	120	100.000
C		✓	358	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	27	302
	B	18	0	102
	C	286	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.21	7.31	0.3	1.2	A
C-AB	0.11	5.72	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	90	664	0.136	90	0.2	6.258	A
C-AB	54	744	0.073	54	0.1	5.216	A
C-A	215			215			
A-B	20			20			
A-C	227			227			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	108	648	0.167	108	0.2	6.665	A
C-AB	65	729	0.089	65	0.1	5.420	A
C-A	257			257			
A-B	24			24			

A-C	271			271			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	132	624	0.212	132	0.3	7.307	A
C-AB	79	708	0.112	79	0.1	5.723	A
C-A	315			315			
A-B	30			30			
A-C	333			333			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	132	624	0.212	132	0.3	7.313	A
C-AB	79	708	0.112	79	0.1	5.723	A
C-A	315			315			
A-B	30			30			
A-C	333			333			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	108	648	0.167	108	0.2	6.675	A
C-AB	65	729	0.089	65	0.1	5.422	A
C-A	257			257			
A-B	24			24			
A-C	271			271			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	90	664	0.136	91	0.2	6.277	A
C-AB	54	744	0.073	54	0.1	5.222	A
C-A	215			215			
A-B	20			20			
A-C	227			227			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.10	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.26	0.46	0.48			N/A	N/A
C-AB	0.13	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.30	0.92	1.24			N/A	N/A
C-AB	0.13	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	1.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	137	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	223	100.000
B		✓	111	100.000
C		✓	452	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	200
	B	34	0	77
	C	361	91	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.20	7.50	0.3	1.2	A
C-AB	0.13	5.59	0.2	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	84	642	0.130	83	0.1	6.436	A
C-AB	69	768	0.089	68	0.1	5.139	A
C-A	272			272			
A-B	17			17			
A-C	151			151			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	625	0.160	100	0.2	6.847	A
C-AB	82	758	0.108	82	0.1	5.320	A
C-A	325			325			
A-B	21			21			
A-C	180			180			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	122	602	0.203	122	0.3	7.497	A
C-AB	100	744	0.135	100	0.2	5.585	A
C-A	397			397			
A-B	25			25			
A-C	220			220			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	122	602	0.203	122	0.3	7.503	A
C-AB	100	744	0.135	100	0.2	5.587	A
C-A	397			397			
A-B	25			25			
A-C	220			220			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	625	0.160	100	0.2	6.859	A
C-AB	82	758	0.108	82	0.1	5.325	A
C-A	325			325			
A-B	21			21			
A-C	180			180			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	84	642	0.130	84	0.2	6.453	A
C-AB	69	768	0.089	69	0.1	5.144	A

C-A	272			272			
A-B	17			17			
A-C	151			151			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.15	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.03	0.29	0.83	1.18			N/A	N/A
C-AB	0.15	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 2022 Site Access S +DEV.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY\TA01A
Report generation date: 06/03/2017 19:08:50

»2022, AM
»2022, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
Stream B-AC	0.2	6.47	0.14	A	1.22	A	256 % [Stream B-AC]	0.1	5.79	0.07	A	1.31	A	167 % [Stream C-AB]
Stream C-AB	0.1	5.19	0.07	A				0.3	5.22	0.16	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/06/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Southern Site Access	T-Junction	Two-way	1.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	256	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road South		Major
B	Site		Minor
C	Pagham Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			110.0	✓	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)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.19	40	47

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	575	0.100	0.253	0.159	0.362
1	B-C	731	0.107	0.271	-	-
1	C-B	638	0.236	0.236	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	250	100.000
B		✓	83	100.000
C		✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	249
	B	2	0	81
	C	272	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.14	6.47	0.2	0.5	A
C-AB	0.07	5.19	0.1	0.9	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	673	0.093	62	0.1	5.889	A
C-AB	34	728	0.046	33	0.1	5.178	A
C-A	195			195			
A-B	0.75			0.75			
A-C	187			187			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	662	0.113	75	0.1	6.123	A
C-AB	43	747	0.057	43	0.1	5.110	A
C-A	230			230			
A-B	0.90			0.90			

A-C	224			224			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	648	0.141	91	0.2	6.464	A
C-AB	58	774	0.074	57	0.1	5.025	A
C-A	277			277			
A-B	1			1			
A-C	274			274			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	648	0.141	91	0.2	6.467	A
C-AB	58	774	0.075	58	0.1	5.028	A
C-A	277			277			
A-B	1			1			
A-C	274			274			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	662	0.113	75	0.1	6.128	A
C-AB	43	747	0.057	43	0.1	5.120	A
C-A	230			230			
A-B	0.90			0.90			
A-C	224			224			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	673	0.093	63	0.1	5.898	A
C-AB	34	728	0.046	34	0.1	5.186	A
C-A	195			195			
A-B	0.75			0.75			
A-C	187			187			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.09	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.13	0.03	0.27	0.48	0.89			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Southern Site Access	T-Junction	Two-way	1.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	167	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	183	100.000
B		✓	41	100.000
C		✓	395	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	182
	B	1	0	40
	C	327	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.07	5.79	0.1	0.5	A
C-AB	0.16	5.22	0.3	0.6	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	686	0.045	31	0.0	5.492	A
C-AB	75	766	0.098	75	0.2	5.204	A
C-A	222			222			
A-B	0.75			0.75			
A-C	137			137			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	678	0.054	37	0.1	5.613	A
C-AB	97	792	0.123	97	0.2	5.178	A
C-A	258			258			
A-B	0.90			0.90			
A-C	164			164			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	667	0.068	45	0.1	5.788	A
C-AB	133	829	0.160	132	0.3	5.169	A
C-A	302			302			
A-B	1			1			
A-C	200			200			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	667	0.068	45	0.1	5.788	A
C-AB	133	829	0.160	133	0.3	5.176	A
C-A	302			302			
A-B	1			1			
A-C	200			200			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	678	0.054	37	0.1	5.614	A
C-AB	98	793	0.123	98	0.2	5.193	A
C-A	257			257			
A-B	0.90			0.90			
A-C	164			164			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	686	0.045	31	0.0	5.495	A
C-AB	76	766	0.099	76	0.2	5.223	A

C-A	222			222			
A-B	0.75			0.75			
A-C	137			137			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.31	0.03	0.26	0.47	0.56			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.32	0.03	0.26	0.47	0.50			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

Appendix 23

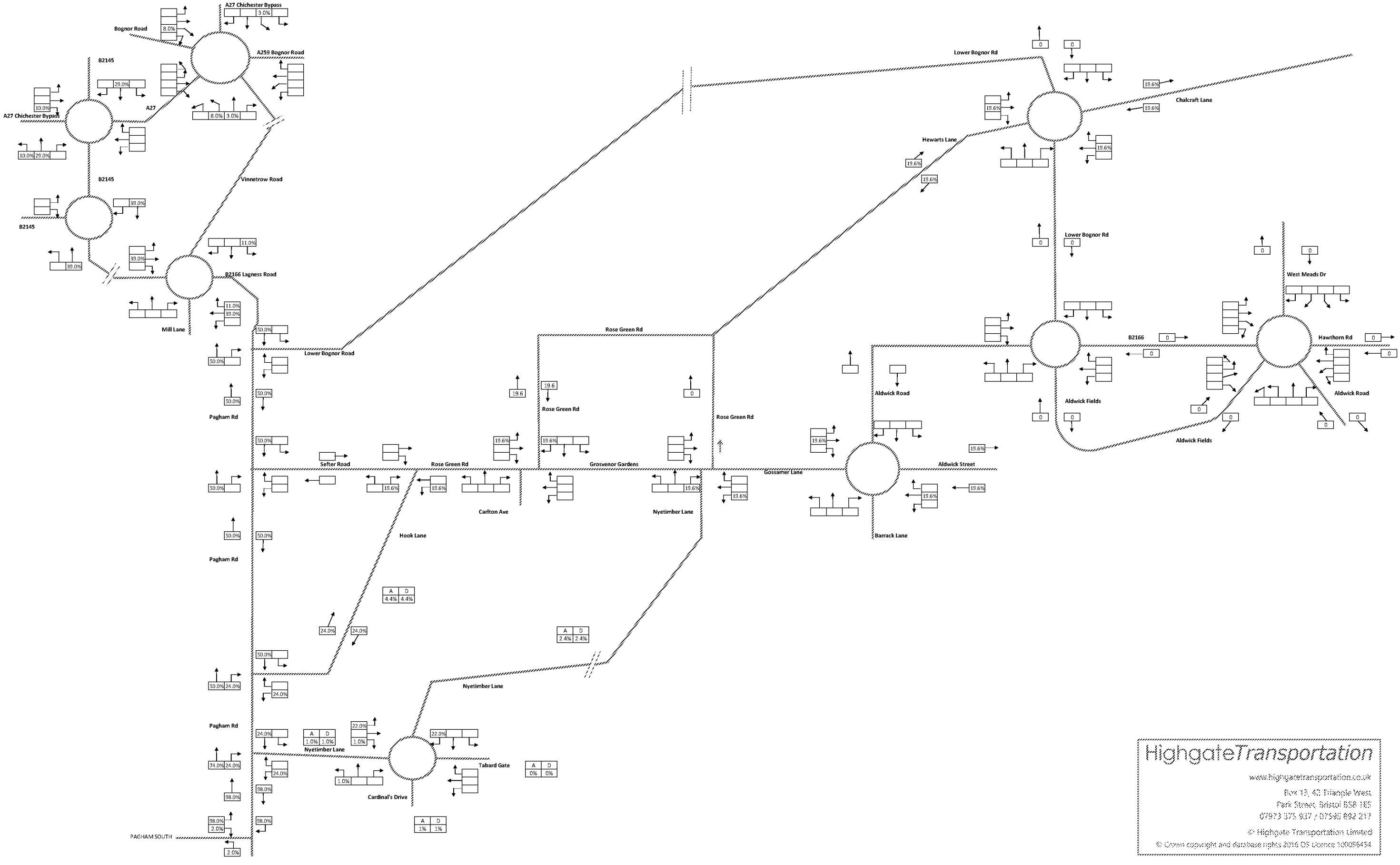
Wider Area – Highway Network Peak Hour Distribution Diagrams

ARUN DISTRICT COUNCIL P/140/16/OUT

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Residential & Care Home Traffic Distribution



HighgateTransportation

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Box 13, 40 Triangle West

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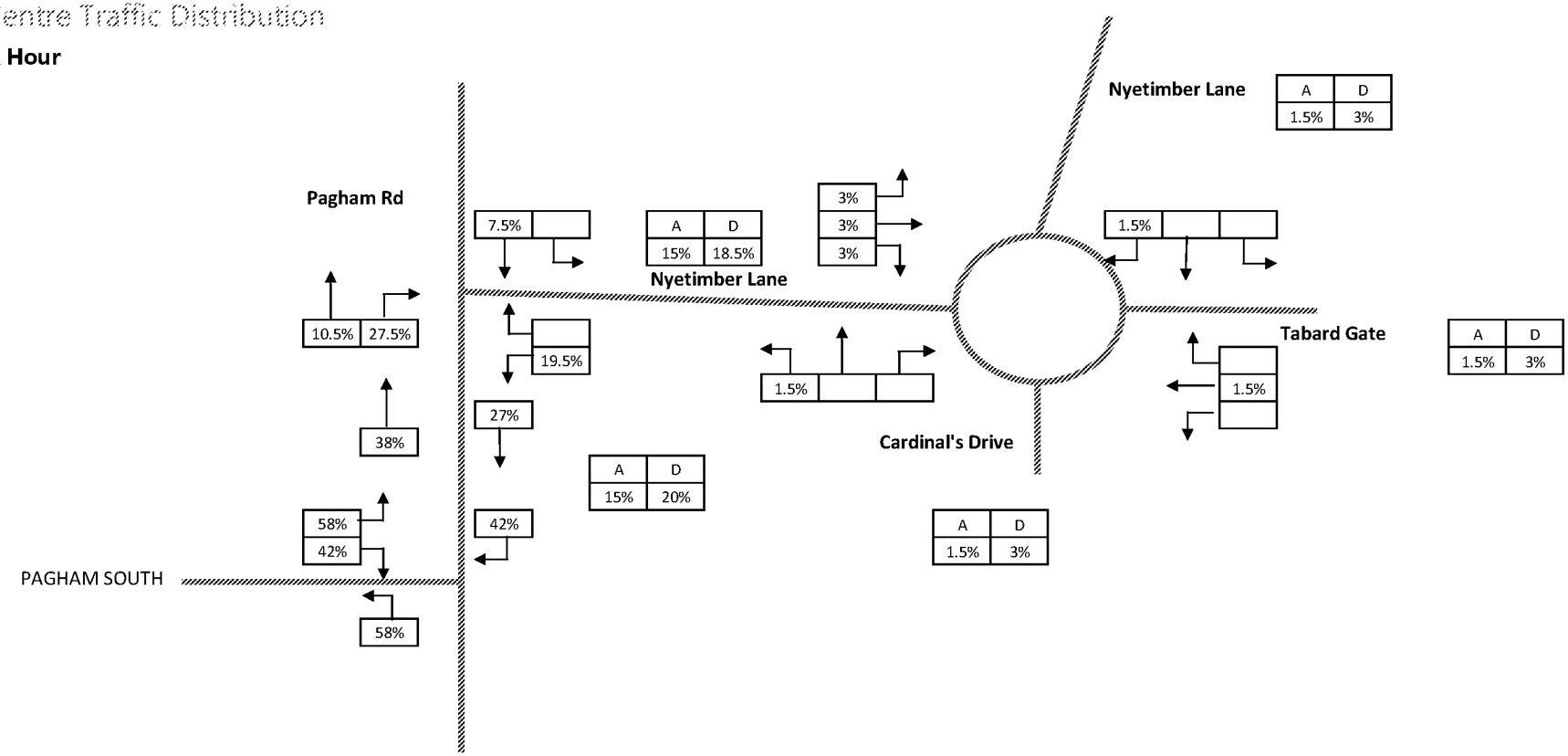
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Local Centre Traffic Distribution

AM Peak Hour



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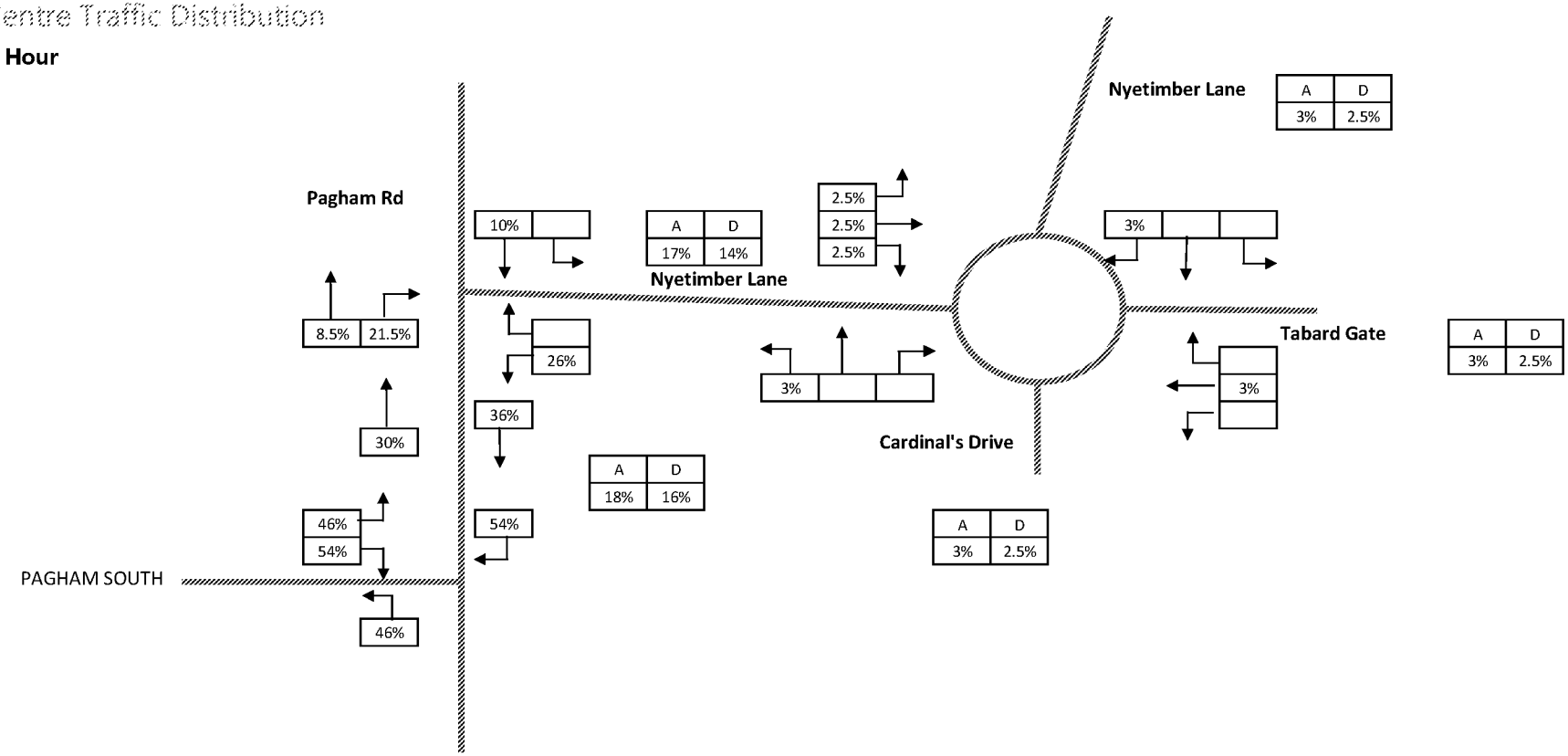
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Local Centre Traffic Distribution

PM Peak Hour



HighgateTransportation
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
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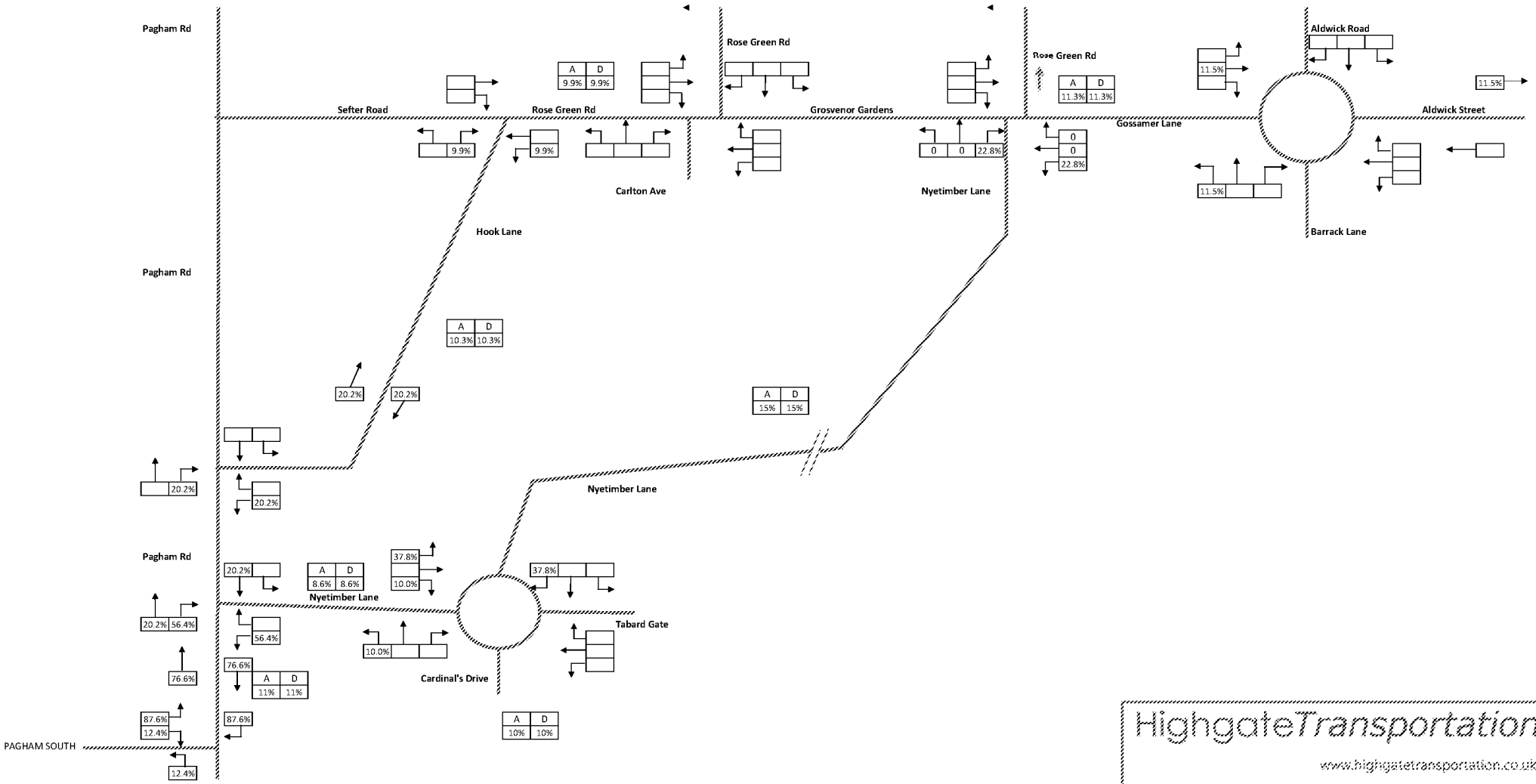
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Primary School Traffic Distribution

AM & PM Peak Hours



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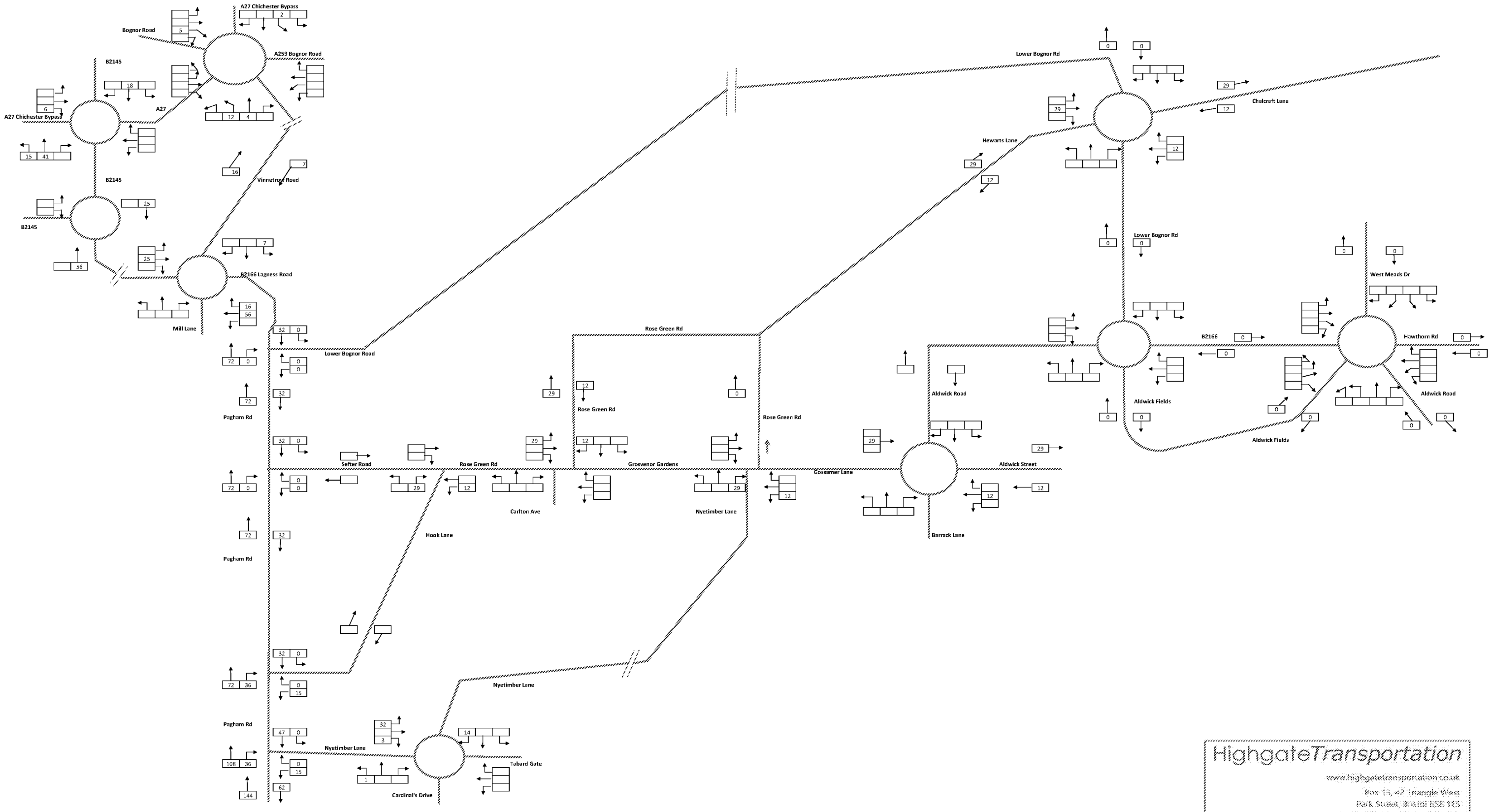
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Residential & Care Home Traffic

AM Peak Hour



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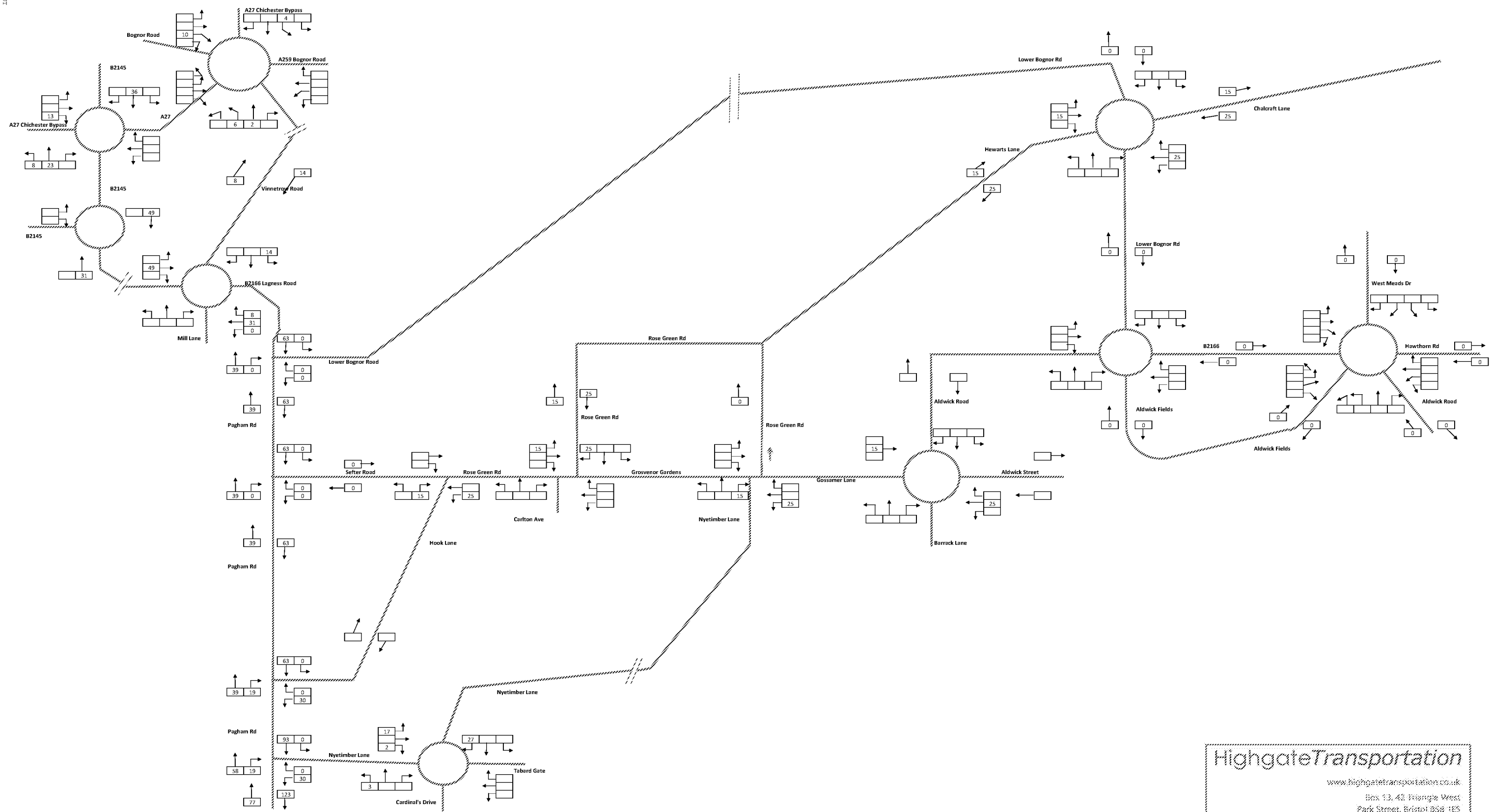
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Residential & Care Home Traffic

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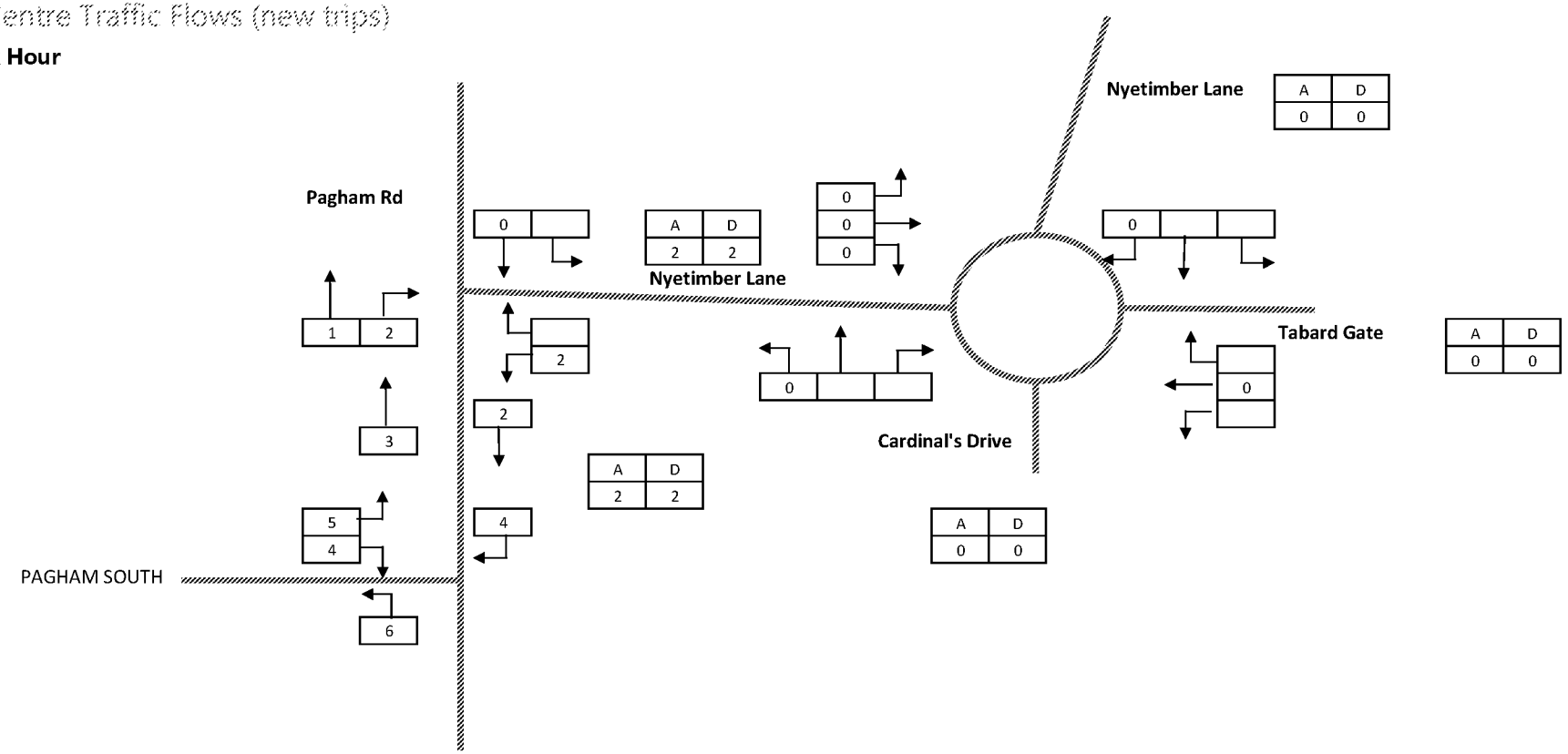
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Local Centre Traffic Flows (new trips)

AM Peak Hour



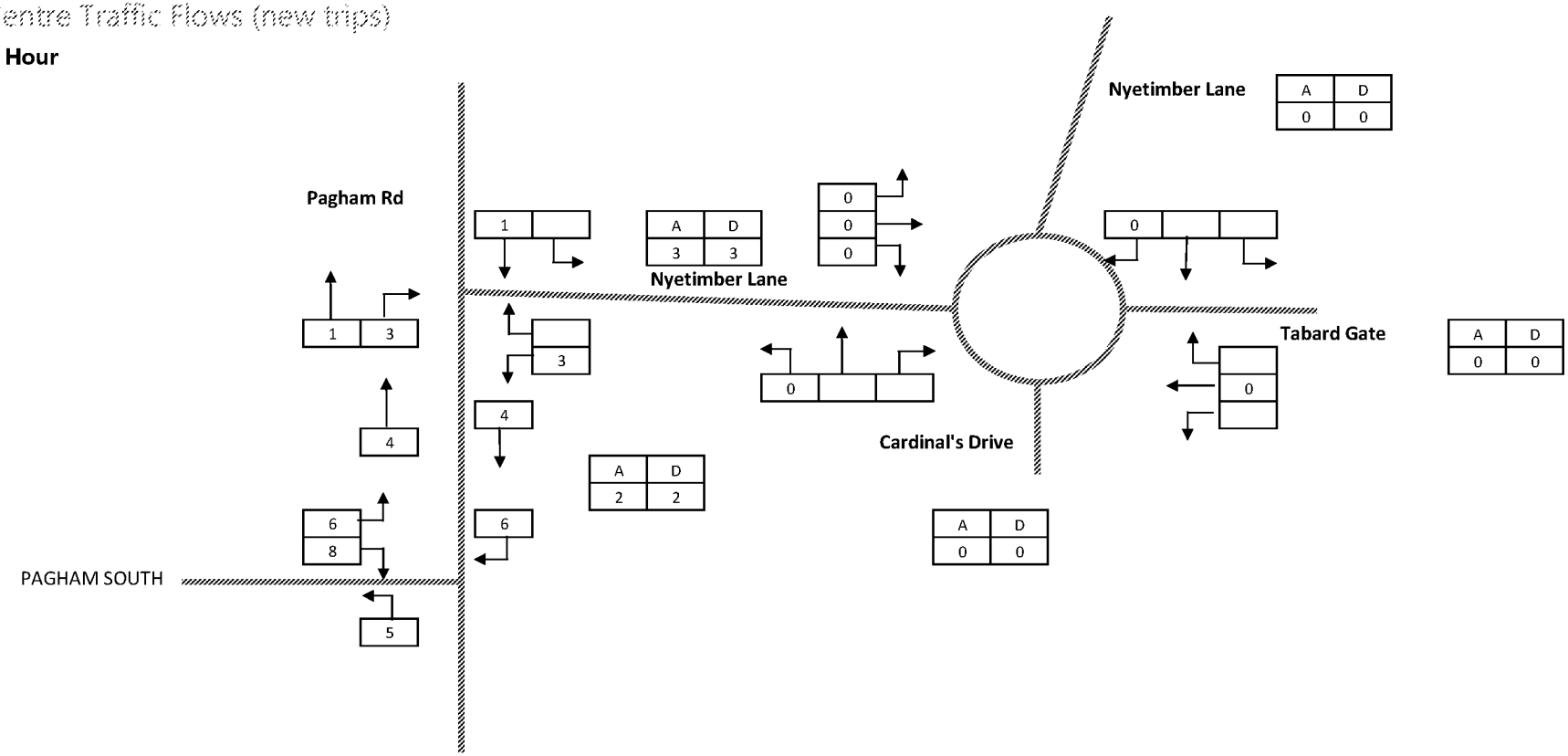
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Local Centre Traffic Flows (new trips)

PM Peak Hour



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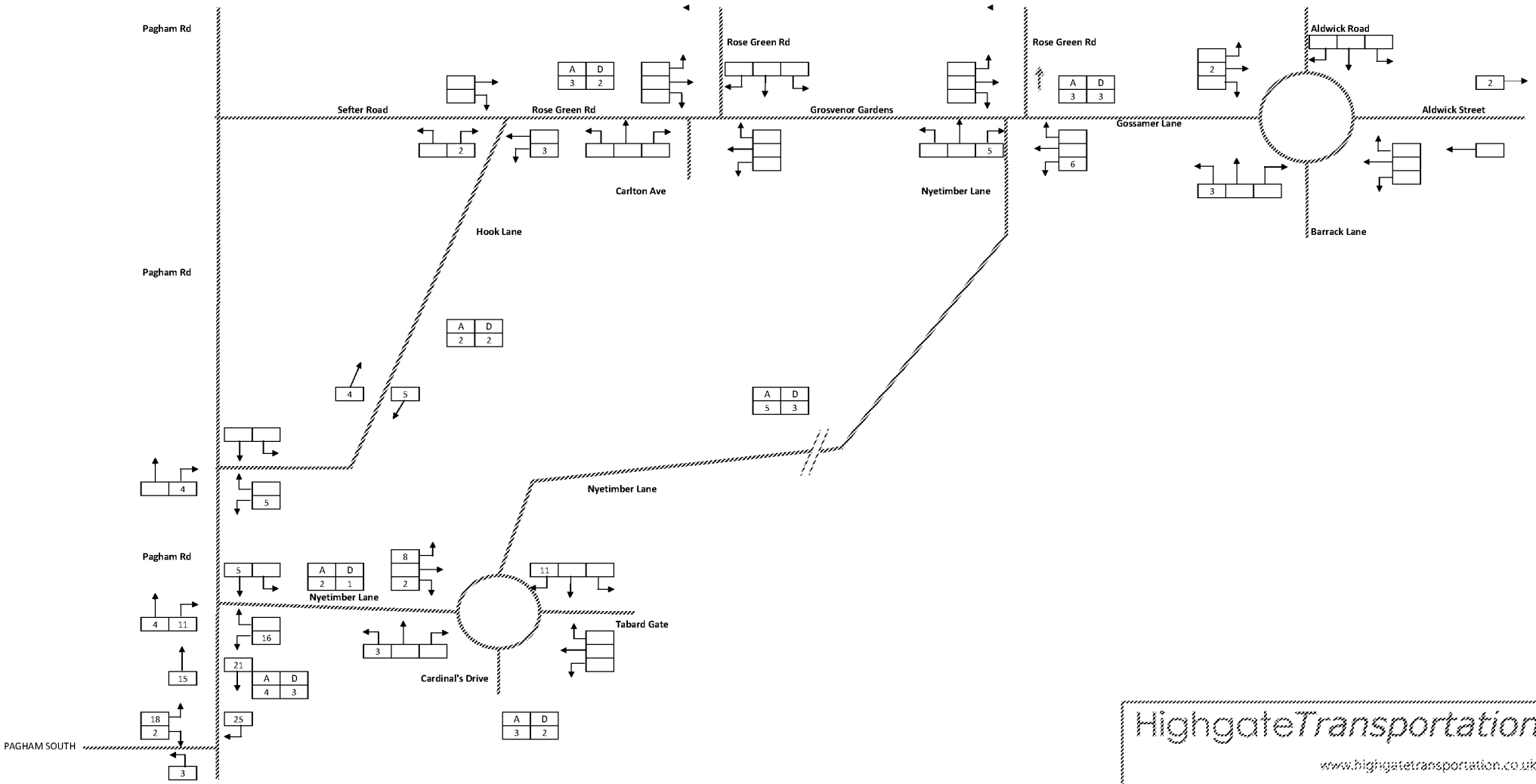
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Primary School Traffic Flows

AM Peak Hour 0800-0900



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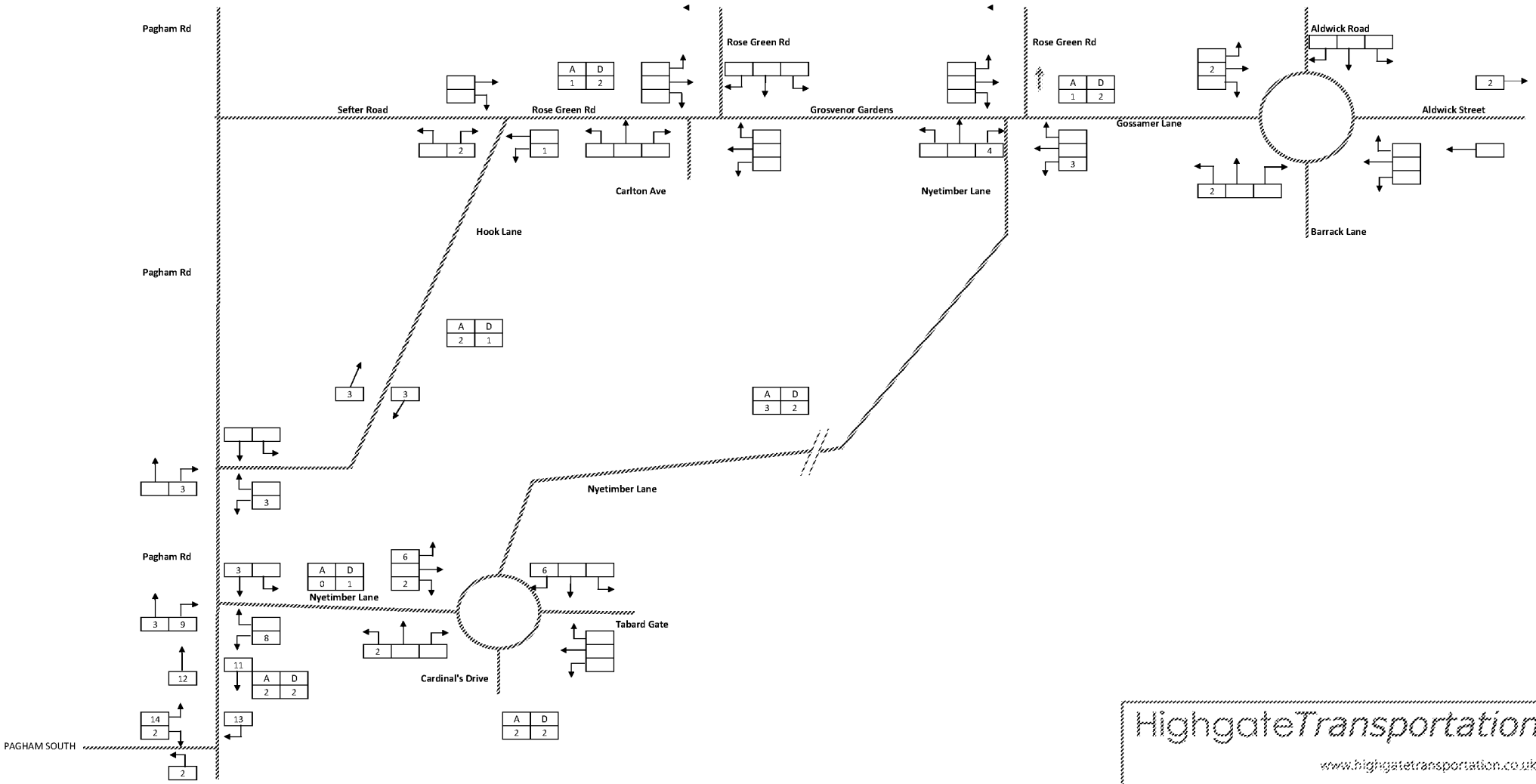
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Primary School Traffic Flows

PM Peak Hour 1700-1800



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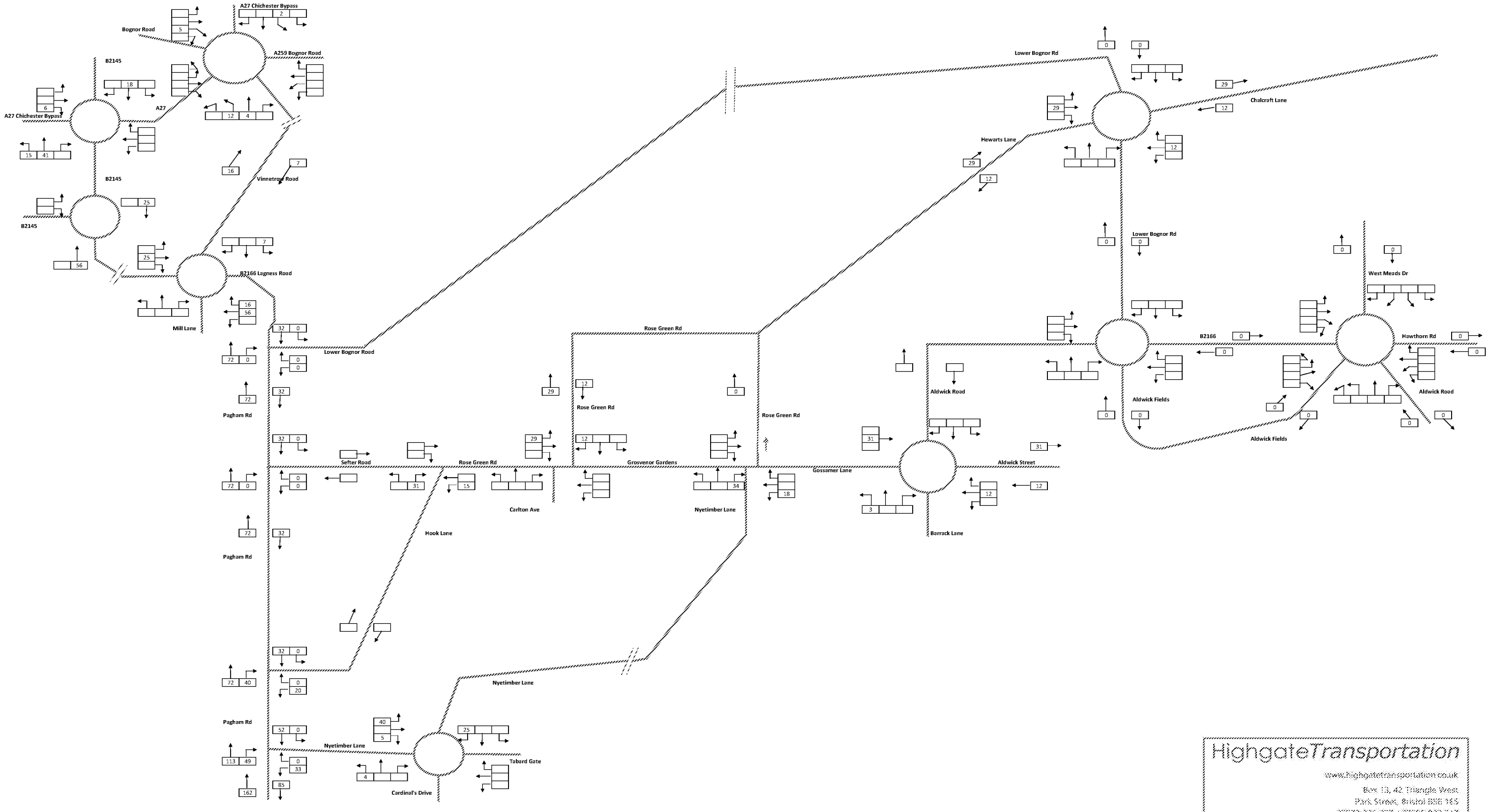
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Pagham South Total Development Traffic Flows

AM Peak Hour



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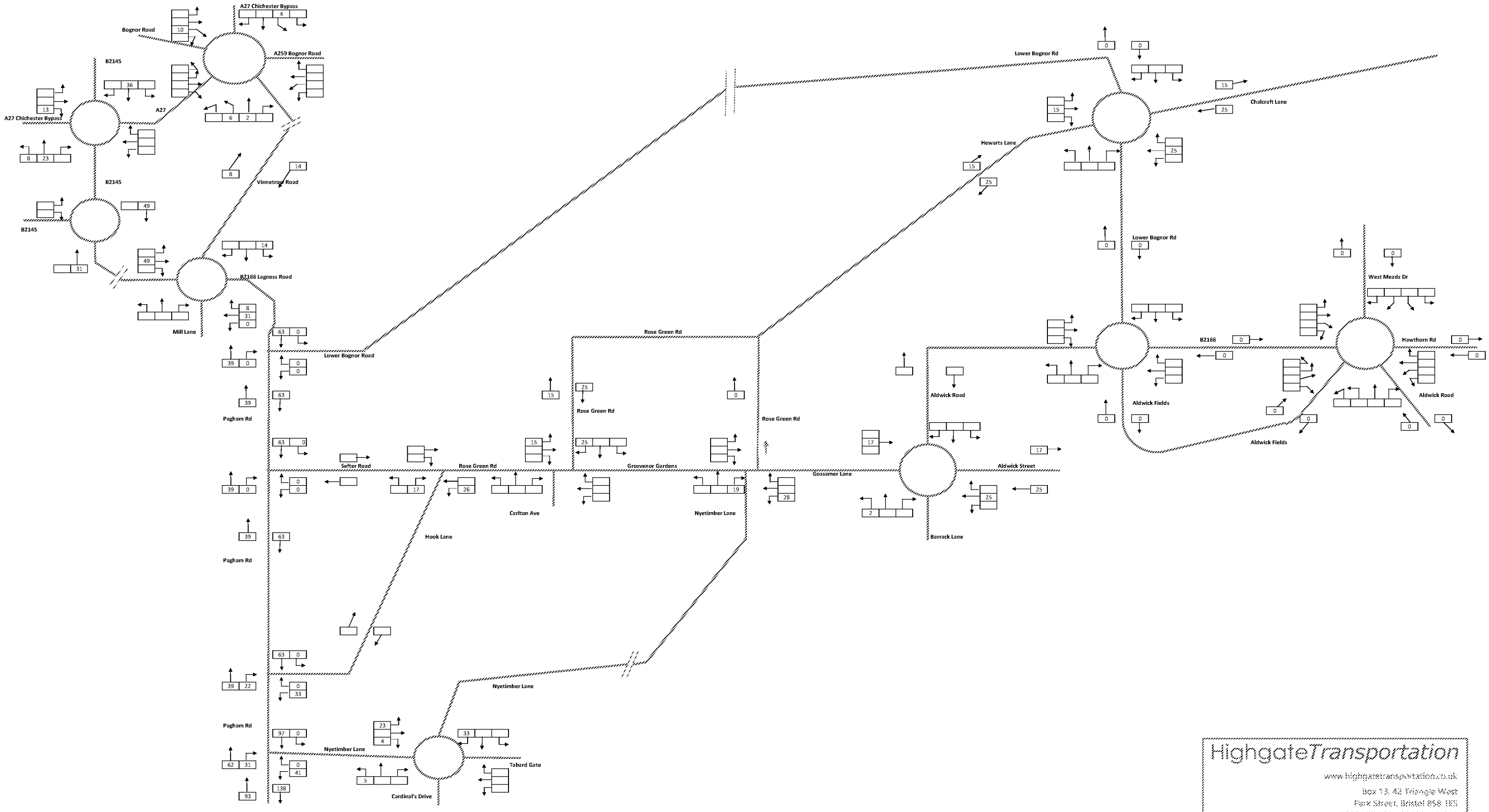
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Pagham South Total Development Traffic Flows

PM Peak Hour



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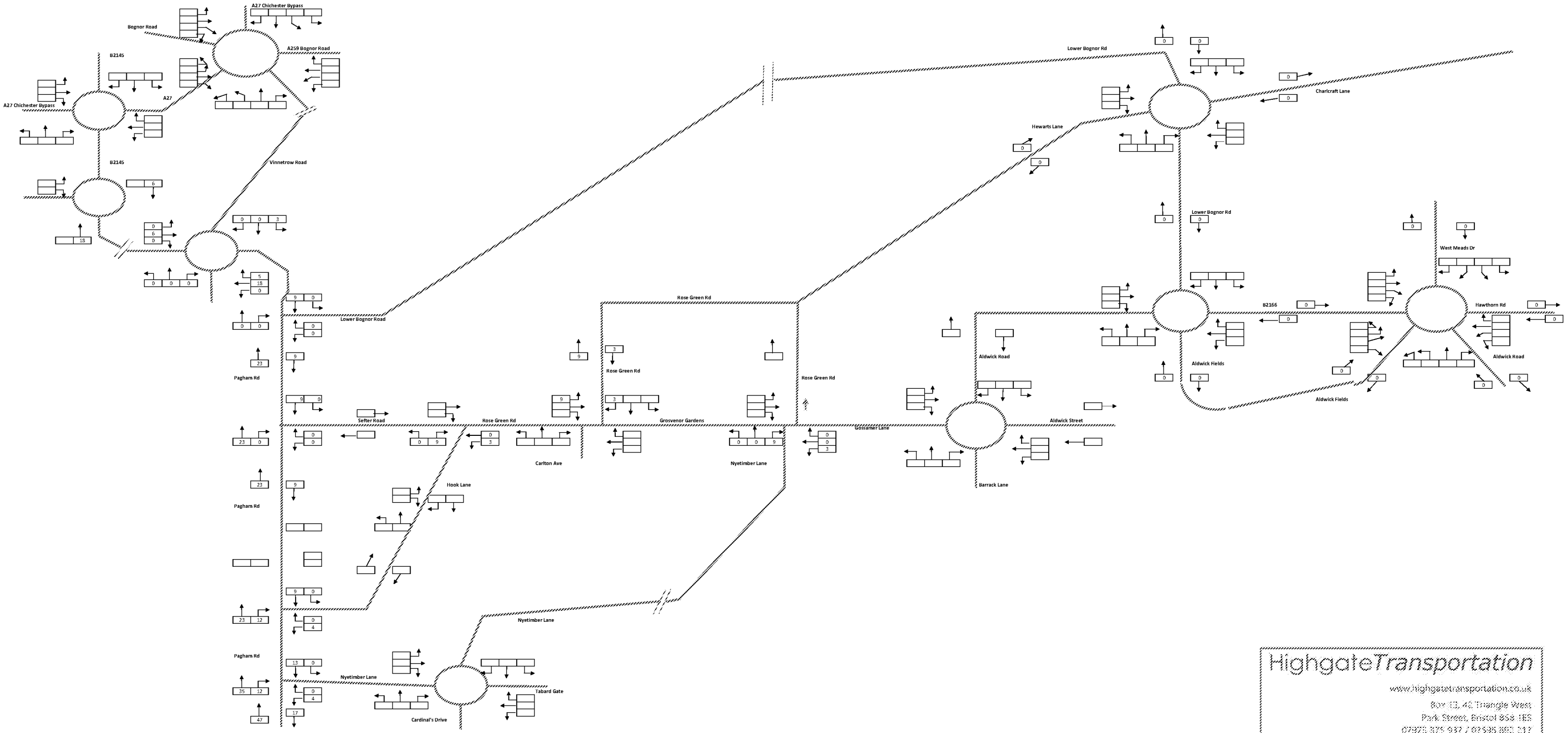
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Committed Development

AM Peak Hour



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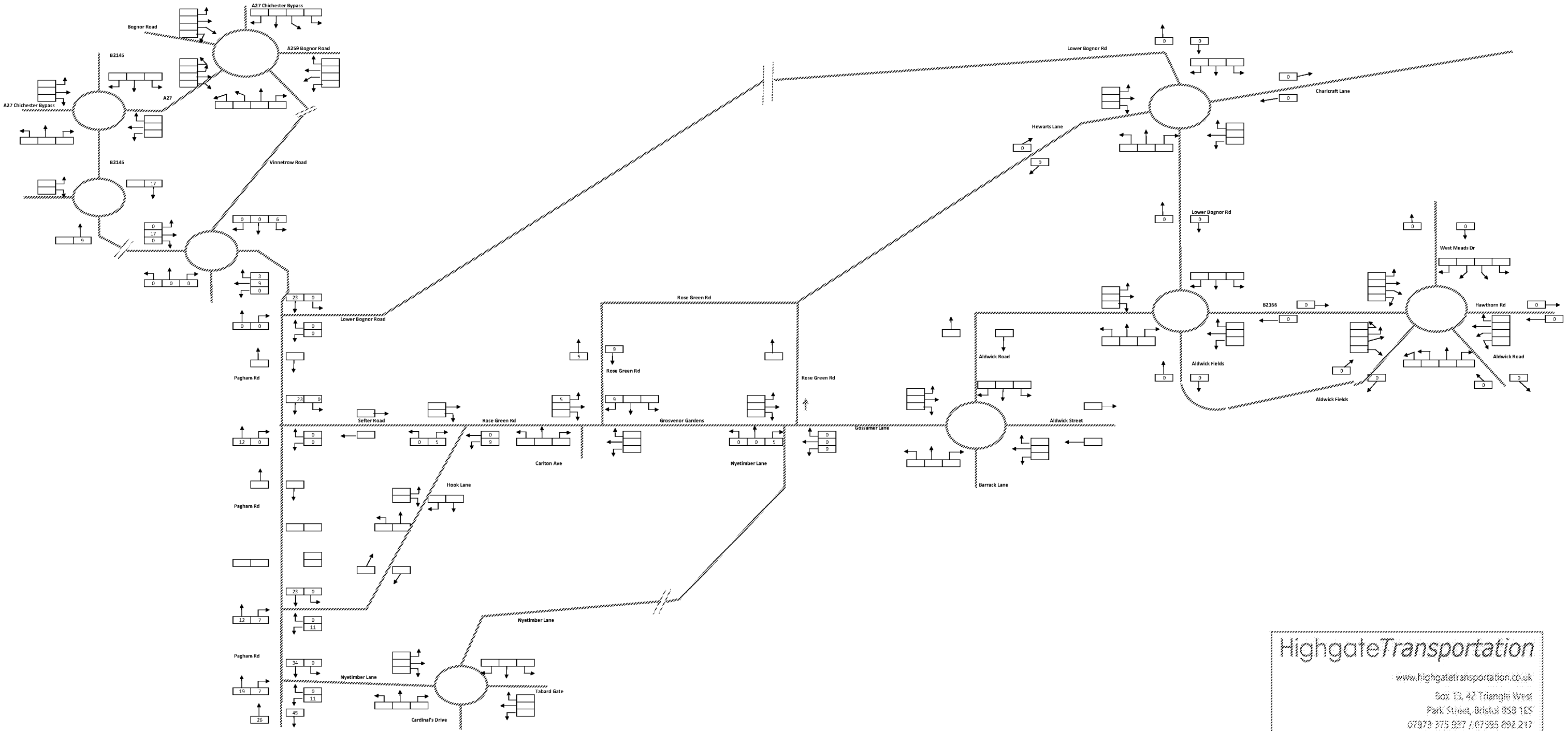
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Committed Development

PM Peak Hour



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Appendix 24

Wider Area – Highway Network Traffic Turning Movement Diagrams

ARUN DISTRICT COUNCIL P/140/16/OUT

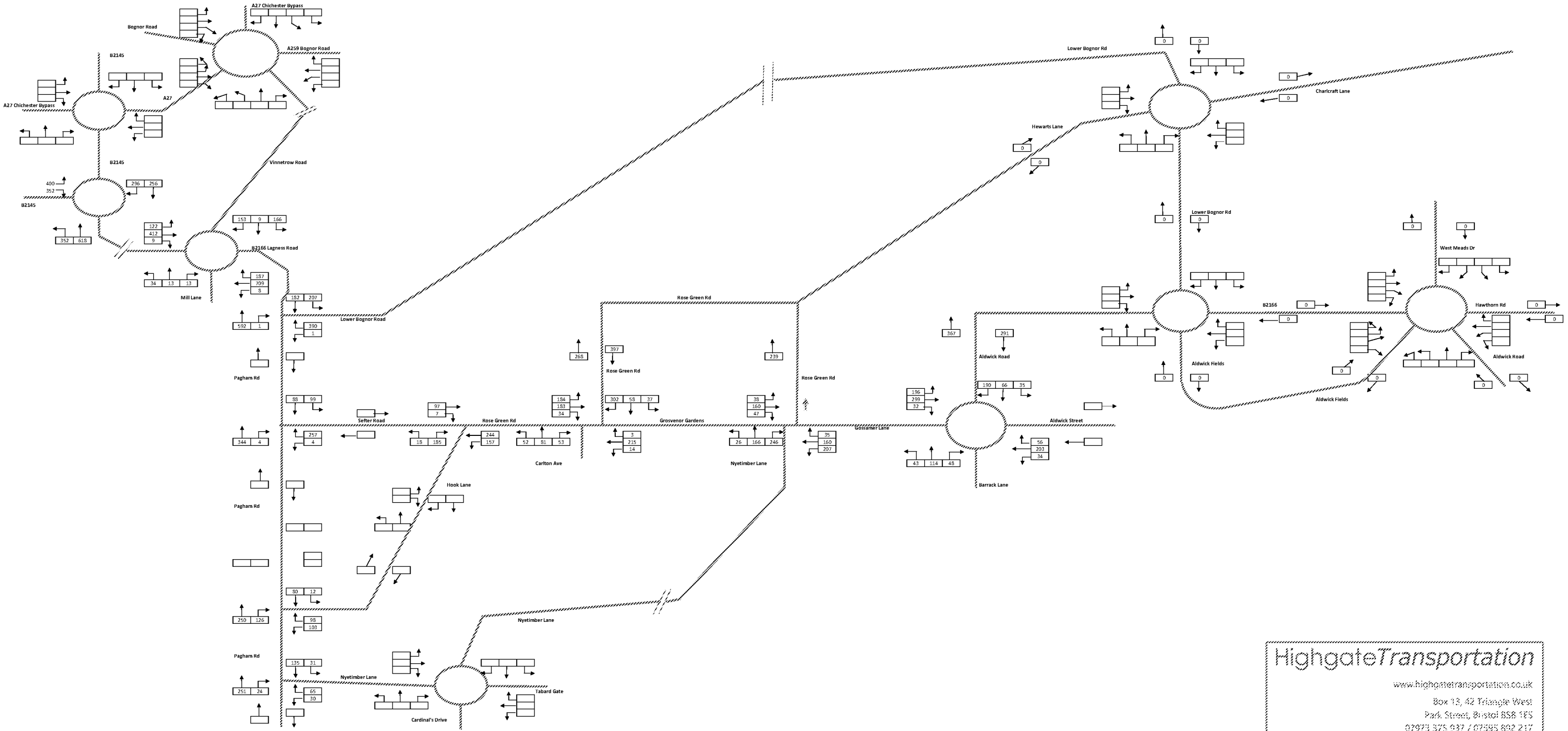
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2021 All Vehicles

AM Peak Hour

AM Growth Factor: 1.0976



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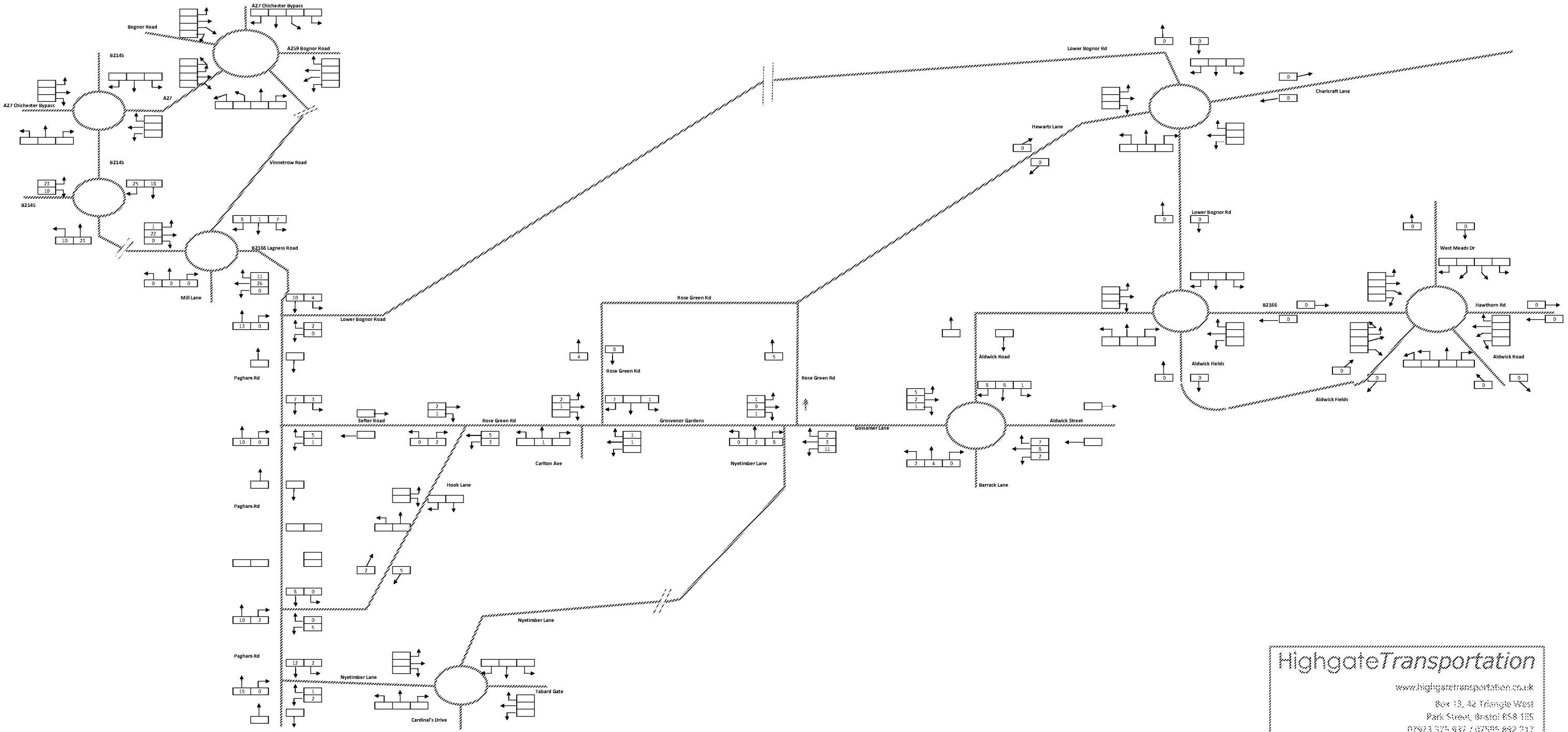
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Pagham South

2022 HGV & PSV Traffic only

AM Peak Hour

AM Growth Factor: 1.0976



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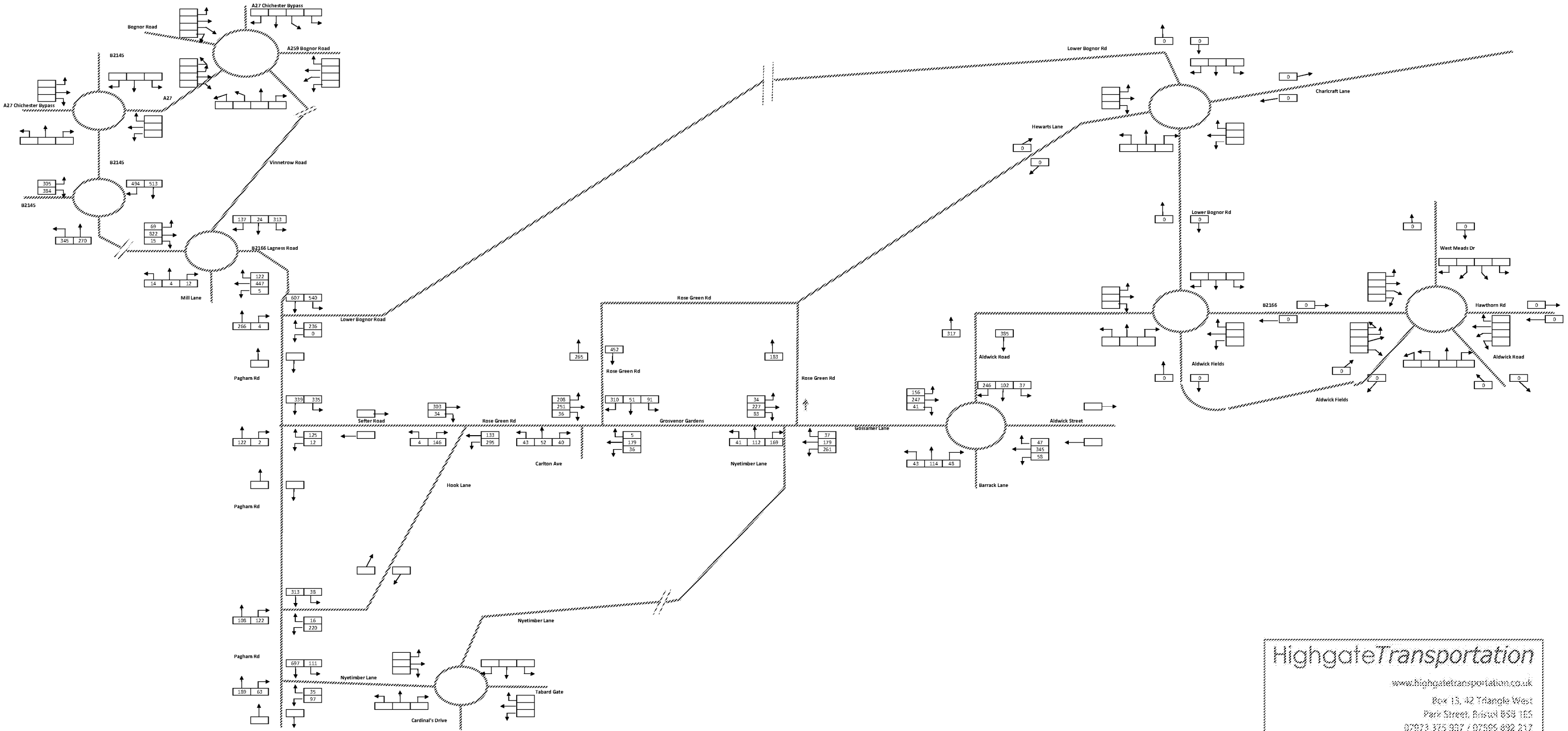
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2021 All Vehicles

PM Peak Hour

PM Growth Factor: 1.0981



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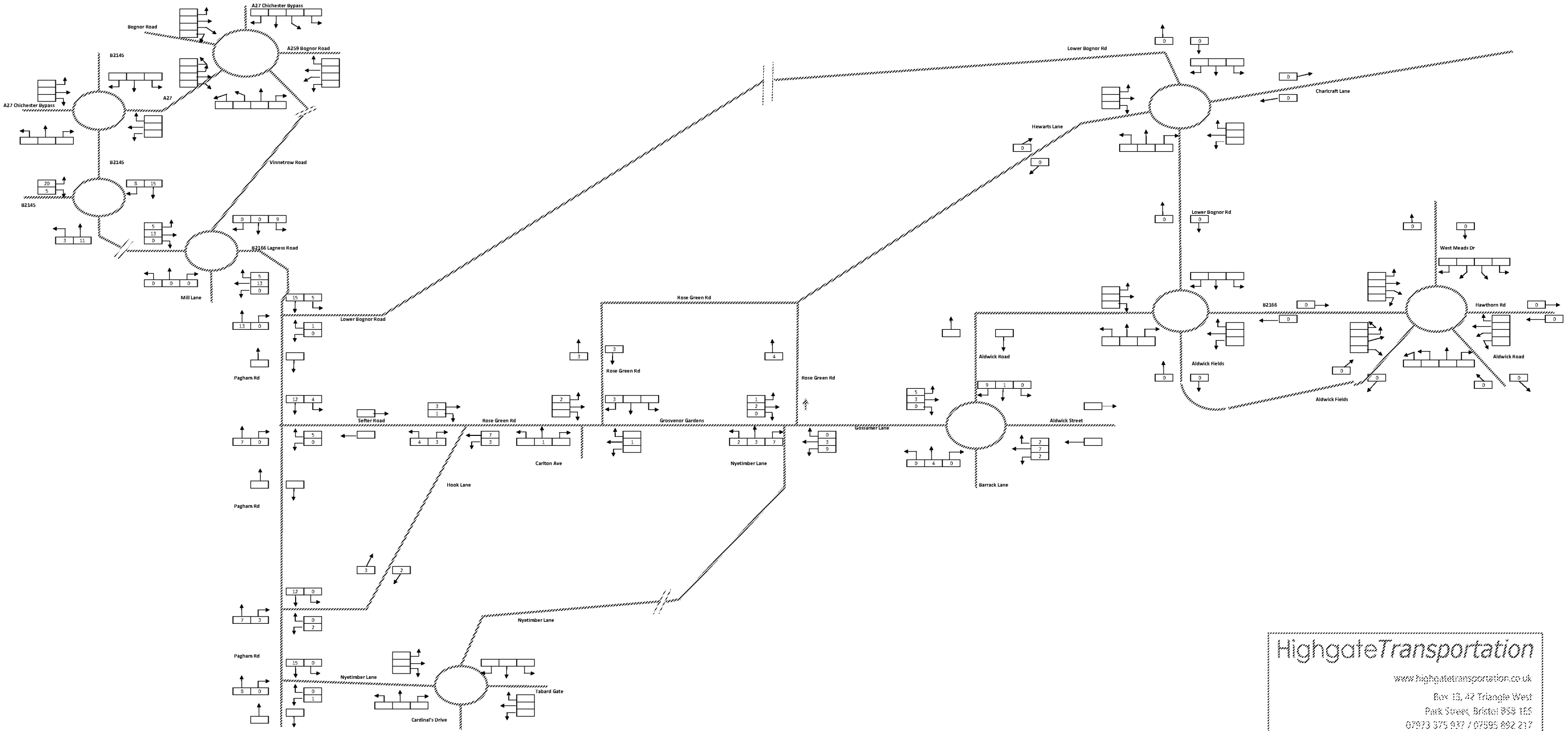
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2022 HGV & PSV Traffic only

PM Peak Hour

PM Growth Factor: 1.0981



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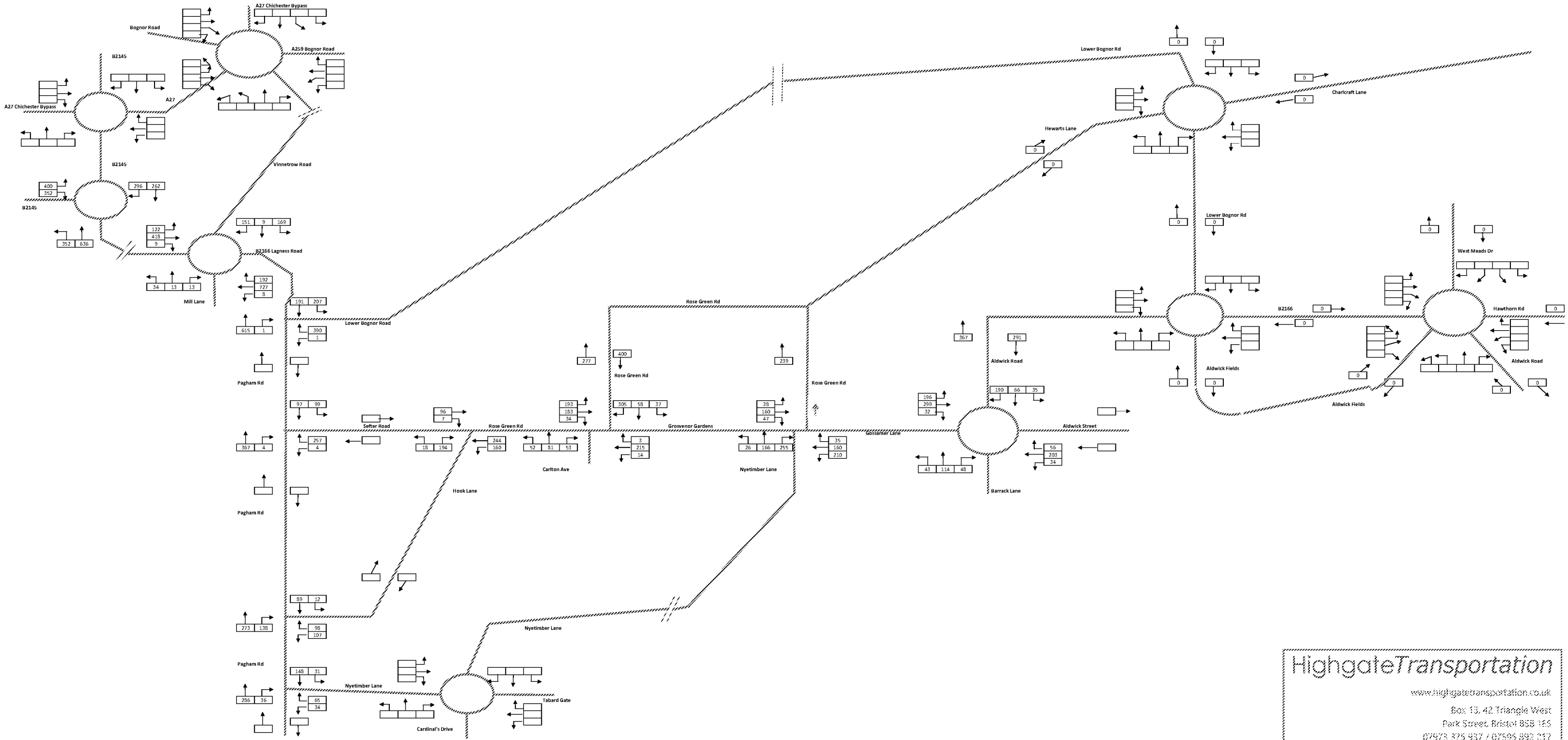
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2012 All Vehicles + Committed

AM Peak Hour

AM Growth Factor: 1.0976



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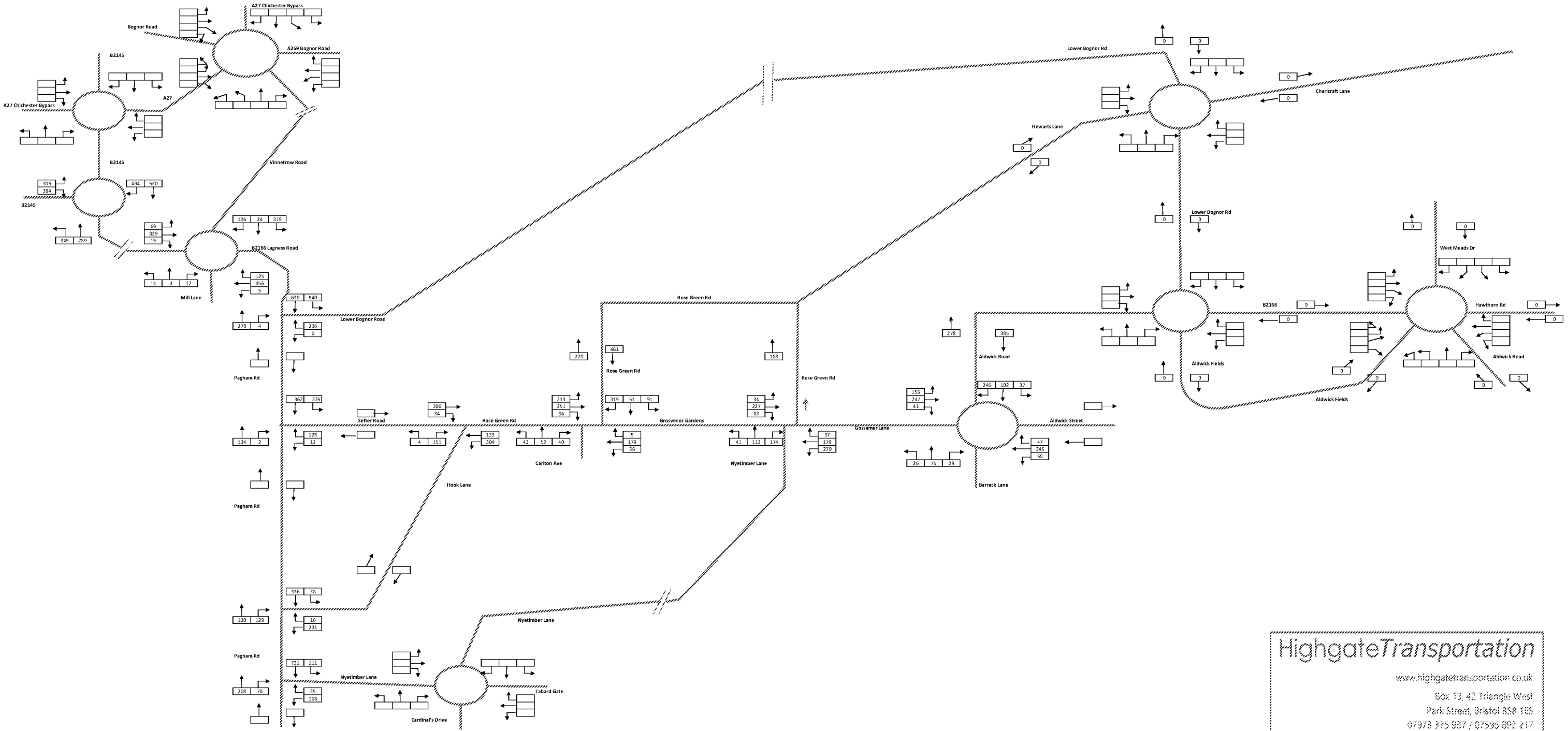
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2021 All Vehicles + Committed

PM Peak Hour

PM Growth Factor: 1.0981



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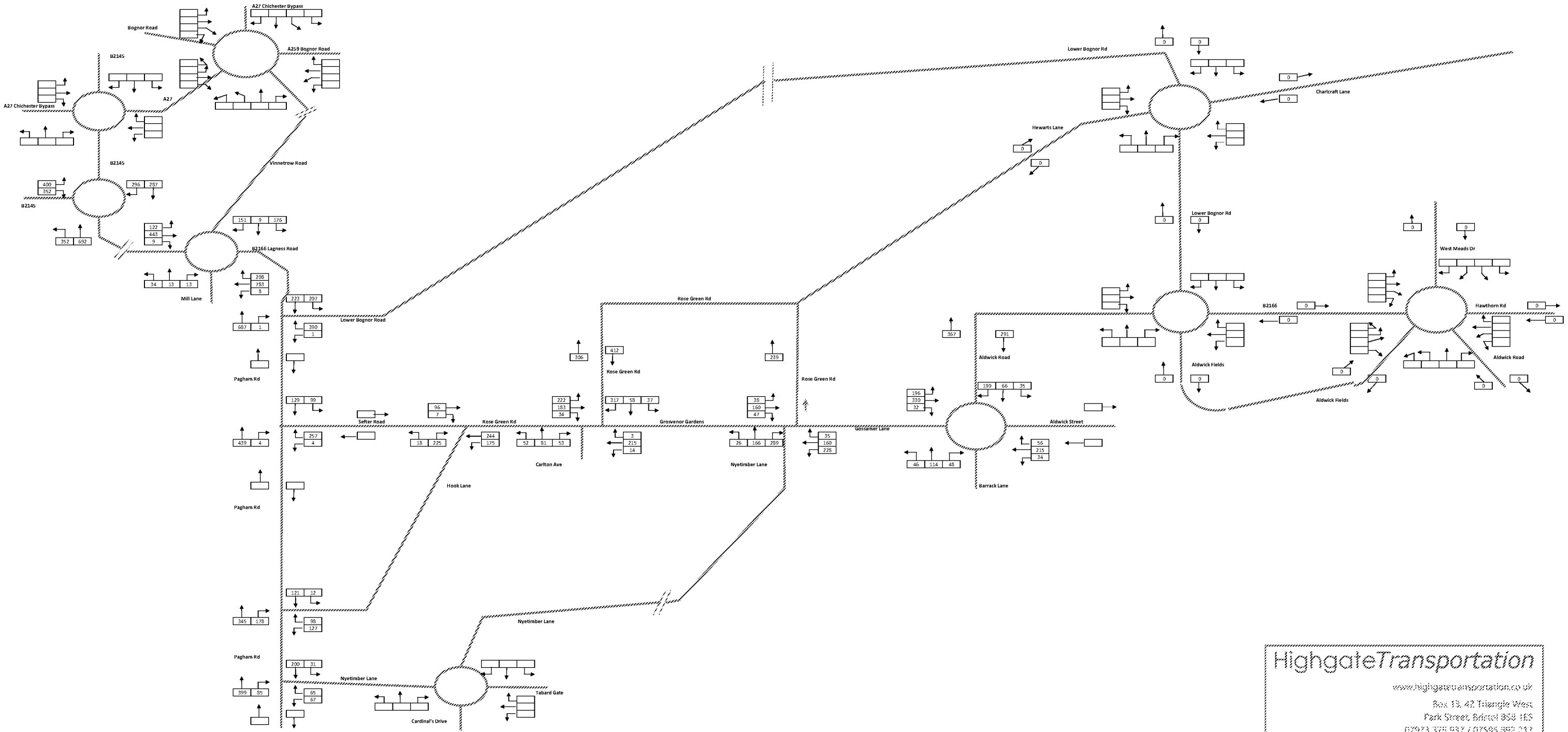
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2022 All Vehicles + Committed + Pagham South

AM Peak Hour

AM Growth Factor: 1.0976



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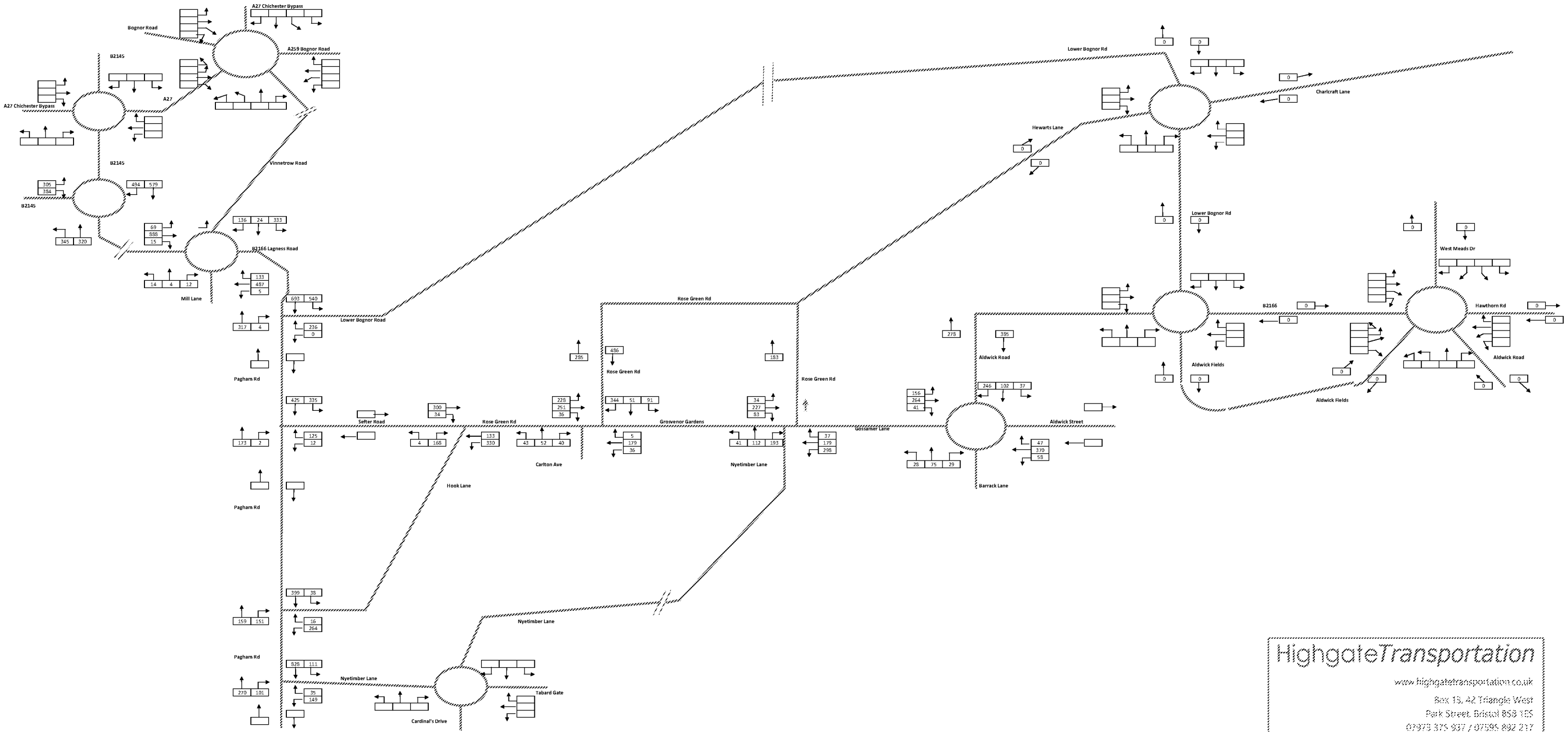
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Pagham South

2022 All Vehicles + Committed + Pagham South

PM Peak Hour

PM Growth Factor: 1.0981



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Appendix 25

Wider Area – Modelling Reports

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 Nyetimber Lane 2022.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY
Report generation date: 09/03/2017 16:14:46

»2022, AM
»2022, PM
»2022 + PAGHAM S, AM
»2022 + PAGHAM S, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
Stream B-AC	0.3	9.25	0.22	A	1.92	A	136 % [Stream B-AC]	0.6	13.88	0.38	B	2.14	A	36 % [Stream B-AC]
Stream C-AB	0.1	4.81	0.08	A				0.4	7.23	0.20	A			
	2022 + PAGHAM S													
Stream B-AC	0.4	10.45	0.30	B	2.48	A	82 % [Stream B-AC]	1.1	19.19	0.52	C	3.25	A	16 % [Stream B-AC]
Stream C-AB	0.4	5.00	0.20	A				0.7	8.14	0.32	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	1.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	136	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Nyetimber Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			200.0	✓	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)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	60	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571	0.098	0.248	0.156	0.354
1	B-C	718	0.104	0.262	-	-
1	C-B	690	0.252	0.252	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	179	100.000
B		✓	99	100.000
C		✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	31	148
	B	65	0	34
	C	286	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	8
	B	2	0	6
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.22	9.25	0.3	1.3	A
C-AB	0.08	4.81	0.1	0.9	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	530	0.141	74	0.2	7.888	A
C-AB	37	786	0.047	37	0.1	4.803	A
C-A	205			205			
A-B	23			23			
A-C	111			111			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	89	517	0.172	89	0.2	8.413	A
C-AB	48	806	0.059	48	0.1	4.740	A
C-A	242			242			

A-B	28			28			
A-C	133			133			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	109	498	0.219	109	0.3	9.233	A
C-AB	64	834	0.077	64	0.1	4.668	A
C-A	291			291			
A-B	34			34			
A-C	163			163			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	109	498	0.219	109	0.3	9.246	A
C-AB	64	834	0.077	64	0.1	4.675	A
C-A	291			291			
A-B	34			34			
A-C	163			163			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	89	516	0.172	89	0.2	8.431	A
C-AB	48	806	0.059	48	0.1	4.757	A
C-A	242			242			
A-B	28			28			
A-C	133			133			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	530	0.141	75	0.2	7.919	A
C-AB	37	786	0.048	38	0.1	4.814	A
C-A	205			205			
A-B	23			23			
A-C	111			111			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.09	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.14	0.03	0.27	0.49	0.93			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.30	0.99	1.30			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	36	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	842	100.000
B		✓	143	100.000
C		✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	111	731
	B	35	0	108
	C	208	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.38	13.88	0.6	2.8	B
C-AB	0.20	7.23	0.4	1.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	108	499	0.216	107	0.3	9.142	A
C-AB	70	636	0.110	69	0.2	6.347	A
C-A	139			139			
A-B	84			84			
A-C	550			550			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	129	465	0.276	128	0.4	10.671	B
C-AB	90	629	0.143	89	0.2	6.669	A
C-A	160			160			
A-B	100			100			
A-C	657			657			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	417	0.378	157	0.6	13.792	B
C-AB	122	621	0.197	122	0.4	7.204	A
C-A	184			184			
A-B	122			122			
A-C	805			805			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	417	0.378	157	0.6	13.882	B
C-AB	123	622	0.197	123	0.4	7.231	A
C-A	183			183			
A-B	122			122			
A-C	805			805			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	129	465	0.277	129	0.4	10.756	B
C-AB	90	629	0.143	90	0.2	6.705	A
C-A	160			160			
A-B	100			100			
A-C	657			657			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	108	499	0.216	108	0.3	9.216	A
C-AB	70	636	0.110	70	0.2	6.380	A

C-A	139			139			
A-B	84			84			
A-C	550			550			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.26	0.59	0.59			N/A	N/A
C-AB	0.37	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.30	1.42	2.83			N/A	N/A
C-AB	0.37	0.03	0.33	1.08	1.29			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.03	0.27	0.48	0.77			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	82	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	231	100.000
B		✓	132	100.000
C		✓	484	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	31	200
	B	65	0	67
	C	399	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	6
	B	2	0	3
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.30	10.45	0.4	1.7	B
C-AB	0.20	5.00	0.4	1.4	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	99	534	0.186	98	0.2	8.255	A
C-AB	100	832	0.120	99	0.2	4.912	A
C-A	264			264			
A-B	23			23			
A-C	151			151			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	119	515	0.230	118	0.3	9.060	A
C-AB	131	862	0.152	131	0.3	4.925	A
C-A	304			304			
A-B	28			28			
A-C	180			180			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	145	490	0.297	145	0.4	10.420	B
C-AB	183	903	0.202	182	0.4	4.992	A
C-A	350			350			
A-B	34			34			
A-C	220			220			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	145	490	0.297	145	0.4	10.451	B
C-AB	183	904	0.203	183	0.4	5.005	A
C-A	350			350			
A-B	34			34			
A-C	220			220			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	119	515	0.230	119	0.3	9.099	A
C-AB	132	862	0.153	132	0.3	4.953	A
C-A	304			304			
A-B	28			28			
A-C	180			180			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	99	533	0.186	100	0.2	8.306	A
C-AB	101	832	0.121	101	0.2	4.937	A

C-A	264			264			
A-B	23			23			
A-C	151			151			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.43	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.31	1.31	1.75			N/A	N/A
C-AB	0.43	0.04	0.37	1.19	1.35			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	3.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	939	100.000
B		✓	184	100.000
C		✓	371	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	111	828
	B	35	0	149
	C	270	101	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.52	19.19	1.1	4.6	C
C-AB	0.32	8.14	0.7	2.6	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	486	0.285	137	0.4	10.278	B
C-AB	110	653	0.169	109	0.3	6.622	A
C-A	169			169			
A-B	84			84			
A-C	623			623			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	446	0.371	165	0.6	12.747	B
C-AB	145	650	0.224	145	0.4	7.119	A
C-A	188			188			
A-B	100			100			
A-C	744			744			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	203	390	0.519	201	1.0	18.834	C
C-AB	206	650	0.317	205	0.7	8.089	A
C-A	203			203			
A-B	122			122			
A-C	912			912			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	203	390	0.520	203	1.1	19.188	C
C-AB	206	651	0.317	206	0.7	8.143	A
C-A	202			202			
A-B	122			122			
A-C	912			912			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	446	0.371	167	0.6	12.989	B
C-AB	146	651	0.224	147	0.4	7.190	A
C-A	188			188			
A-B	100			100			
A-C	744			744			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	486	0.285	139	0.4	10.424	B
C-AB	111	653	0.170	112	0.3	6.675	A

C-A	168			168			
A-B	84			84			
A-C	623			623			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.11	0.85	1.37	1.44			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.04	0.03	0.27	1.04	1.94			N/A	N/A
C-AB	0.73	0.03	0.26	0.73	0.73			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.06	0.03	0.29	1.39	4.61			N/A	N/A
C-AB	0.74	0.04	0.41	1.65	2.55			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.05	0.58	1.35	1.45			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.04	0.36	1.18	1.36			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

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Filename: 1616 Hook Lane 2022.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY
Report generation date: 09/03/2017 16:22:11

»2022, AM
»2022, PM
»2022 + PAGHAM S, AM
»2022 + PAGHAM S, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
Stream B-AC	0.7	11.73	0.42	B	4.97	A	60 % [Stream B-AC]	0.9	11.72	0.47	B	4.67	A	53 % [Stream B-AC]
Stream C-AB	0.6	6.06	0.29	A				0.4	7.58	0.27	A			
	2022 + PAGHAM S													
Stream B-AC	0.9	13.66	0.48	B	5.65	A	40 % [Stream B-AC]	1.2	14.31	0.55	B	5.41	A	34 % [Stream B-AC]
Stream C-AB	0.9	6.80	0.40	A				0.6	8.09	0.34	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.97	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	60	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Hook Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			200.0	✓	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)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	60	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	574	0.105	0.264	0.166	0.378
1	B-C	721	0.111	0.279	-	-
1	C-B	690	0.267	0.267	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	101	100.000
B		✓	205	100.000
C		✓	411	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	89
	B	98	0	107
	C	273	138	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	13
	B	0	0	2
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.42	11.73	0.7	3.0	B
C-AB	0.29	6.06	0.6	1.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	154	568	0.272	153	0.4	8.653	A
C-AB	141	783	0.180	140	0.3	5.595	A
C-A	169			169			
A-B	9			9			
A-C	67			67			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	184	553	0.333	184	0.5	9.736	A
C-AB	179	804	0.223	179	0.4	5.756	A
C-A	191			191			

A-B	11			11			
A-C	80			80			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	226	533	0.424	225	0.7	11.658	B
C-AB	238	834	0.286	238	0.5	6.040	A
C-A	214			214			
A-B	13			13			
A-C	98			98			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	226	533	0.424	226	0.7	11.726	B
C-AB	238	834	0.286	238	0.6	6.057	A
C-A	214			214			
A-B	13			13			
A-C	98			98			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	184	553	0.333	185	0.5	9.817	A
C-AB	179	804	0.223	180	0.4	5.781	A
C-A	190			190			
A-B	11			11			
A-C	80			80			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	154	567	0.272	155	0.4	8.743	A
C-AB	141	783	0.180	142	0.3	5.623	A
C-A	168			168			
A-B	9			9			
A-C	67			67			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.72	0.03	0.26	0.72	0.72			N/A	N/A
C-AB	0.55	0.03	0.26	0.55	0.55			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.03	0.29	1.06	3.00			N/A	N/A
C-AB	0.55	0.04	0.37	1.06	1.84			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.05	0.49	1.30	1.40			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.29	0.77	1.14			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	53	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	374	100.000
B		✓	247	100.000
C		✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	38	336
	B	16	0	231
	C	120	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	8	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.47	11.72	0.9	3.1	B
C-AB	0.27	7.58	0.4	1.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	186	617	0.302	184	0.4	8.292	A
C-AB	113	659	0.171	112	0.2	6.570	A
C-A	75			75			
A-B	29			29			
A-C	253			253			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	601	0.369	221	0.6	9.469	A
C-AB	139	657	0.212	139	0.3	6.944	A
C-A	85			85			
A-B	34			34			
A-C	302			302			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	272	579	0.470	271	0.9	11.634	B
C-AB	178	654	0.273	178	0.4	7.554	A
C-A	96			96			
A-B	42			42			
A-C	370			370			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	272	579	0.470	272	0.9	11.717	B
C-AB	178	654	0.273	178	0.4	7.582	A
C-A	96			96			
A-B	42			42			
A-C	370			370			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	601	0.369	223	0.6	9.556	A
C-AB	139	657	0.212	140	0.3	6.983	A
C-A	85			85			
A-B	34			34			
A-C	302			302			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	186	617	0.302	187	0.4	8.383	A
C-AB	113	659	0.171	113	0.2	6.606	A

C-A	75			75			
A-B	29			29			
A-C	253			253			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.87	0.03	0.26	0.87	0.87			N/A	N/A
C-AB	0.44	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.88	0.03	0.28	0.88	3.12			N/A	N/A
C-AB	0.45	0.03	0.34	1.38	1.55			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.07	0.73	1.35	1.42			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.04	0.37	1.19	1.34			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	5.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	40	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	133	100.000
B		✓	225	100.000
C		✓	523	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	121
	B	98	0	127
	C	345	178	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	10
	B	0	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.48	13.66	0.9	3.5	B
C-AB	0.40	6.80	0.9	4.6	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	169	556	0.305	168	0.4	9.225	A
C-AB	197	812	0.243	195	0.4	5.829	A
C-A	197			197			
A-B	9			9			
A-C	91			91			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	202	538	0.376	202	0.6	10.690	B
C-AB	255	840	0.303	254	0.6	6.150	A
C-A	216			216			
A-B	11			11			
A-C	109			109			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	248	511	0.484	246	0.9	13.523	B
C-AB	347	878	0.395	345	0.9	6.767	A
C-A	229			229			
A-B	13			13			
A-C	133			133			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	248	511	0.485	248	0.9	13.662	B
C-AB	347	879	0.395	347	0.9	6.802	A
C-A	229			229			
A-B	13			13			
A-C	133			133			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	202	537	0.376	204	0.6	10.825	B
C-AB	255	840	0.304	256	0.6	6.191	A
C-A	215			215			
A-B	11			11			
A-C	109			109			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	169	556	0.305	170	0.4	9.350	A
C-AB	198	813	0.243	198	0.4	5.876	A

C-A	196			196			
A-B	9			9			
A-C	91			91			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.60	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.03	0.26	0.91	0.91			N/A	N/A
C-AB	0.92	0.03	0.26	0.92	0.92			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.93	0.03	0.28	0.93	3.45			N/A	N/A
C-AB	0.93	0.03	0.33	1.99	4.62			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.07	0.70	1.35	1.43			N/A	N/A
C-AB	0.62	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.04	0.38	1.21	1.36			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	5.41	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	34	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	437	100.000
B		✓	280	100.000
C		✓	310	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	38	399
	B	16	0	264
	C	159	151	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.55	14.31	1.2	3.7	B
C-AB	0.34	8.09	0.6	2.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	211	604	0.349	209	0.5	9.057	A
C-AB	138	672	0.206	137	0.3	6.719	A
C-A	95			95			
A-B	29			29			
A-C	300			300			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	252	586	0.430	251	0.7	10.728	B
C-AB	173	672	0.257	172	0.4	7.205	A
C-A	106			106			
A-B	34			34			
A-C	359			359			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	308	560	0.551	306	1.2	14.118	B
C-AB	225	672	0.336	225	0.6	8.045	A
C-A	116			116			
A-B	42			42			
A-C	439			439			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	308	560	0.551	308	1.2	14.308	B
C-AB	226	672	0.336	226	0.6	8.086	A
C-A	116			116			
A-B	42			42			
A-C	439			439			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	252	585	0.430	253	0.8	10.897	B
C-AB	173	672	0.257	174	0.4	7.263	A
C-A	106			106			
A-B	34			34			
A-C	359			359			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	211	604	0.349	212	0.5	9.196	A
C-AB	139	672	0.206	139	0.3	6.769	A

C-A	95			95			
A-B	29			29			
A-C	300			300			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.53	1.00	1.40	1.45			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.18	0.92	1.39	1.45			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.19	0.03	0.27	1.19	1.91			N/A	N/A
C-AB	0.62	0.03	0.26	0.62	0.62			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.21	0.03	0.28	1.21	3.68			N/A	N/A
C-AB	0.63	0.03	0.33	1.39	2.79			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.07	0.77	1.46	1.46			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.04	0.44	1.34	1.47			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

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Filename: 1616 Sefter Road 2022.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY
Report generation date: 09/03/2017 16:37:56

»2022, AM
»2022, PM
»2022 + PAGHAM S, AM
»2022 + PAGHAM S, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
Stream B-AC	1.9	24.39	0.66	C	7.66	A	12 % [Stream B-AC]	0.7	15.75	0.40	C	2.26	A	41 % [Stream B-AC]
Stream C-AB	0.0	4.41	0.01	A				0.0	6.17	0.01	A			
	2022 + PAGHAM S													
Stream B-AC	2.2	28.26	0.69	D	7.93	A	6 % [Stream B-AC]	0.7	16.43	0.41	C	2.13	A	37 % [Stream B-AC]
Stream C-AB	0.0	4.25	0.01	A				0.0	6.02	0.01	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	7.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	12	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Sefter Road		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			200.0	✓	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)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	22	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549	0.100	0.253	0.159	0.361
1	B-C	707	0.108	0.274	-	-
1	C-B	690	0.267	0.267	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	196	100.000
B		✓	261	100.000
C		✓	371	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	99	97
	B	257	0	4
	C	367	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	7
	B	2	0	25
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.66	24.39	1.9	8.9	C
C-AB	0.01	4.41	0.0	200.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	467	0.420	194	0.7	13.027	B
C-AB	5	822	0.006	5	0.0	4.402	A
C-A	275			275			
A-B	75			75			
A-C	73			73			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	453	0.518	233	1.0	16.258	C
C-AB	6	849	0.007	6	0.0	4.264	A
C-A	328			328			

A-B	89			89			
A-C	87			87			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	434	0.662	284	1.8	23.517	C
C-AB	8	888	0.009	8	0.0	4.088	A
C-A	400			400			
A-B	109			109			
A-C	107			107			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	434	0.662	287	1.9	24.389	C
C-AB	8	888	0.009	8	0.0	4.093	A
C-A	400			400			
A-B	109			109			
A-C	107			107			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	453	0.518	238	1.1	16.928	C
C-AB	6	849	0.007	6	0.0	4.274	A
C-A	328			328			
A-B	89			89			
A-C	87			87			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	467	0.420	198	0.7	13.438	B
C-AB	5	822	0.006	5	0.0	4.406	A
C-A	275			275			
A-B	75			75			
A-C	73			73			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.04	0.15	1.02	1.52	1.82			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.83	0.03	0.31	2.51	8.93			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.89	0.03	0.29	1.89	7.51			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.11	0.05	0.57	2.52	3.68			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.04	0.40	1.69	2.69			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	2.26	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	41	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	697	100.000
B		✓	137	100.000
C		✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	335	362
	B	125	0	12
	C	134	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	4	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.40	15.75	0.7	3.0	C
C-AB	0.01	6.17	0.0	200.4	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	430	0.240	102	0.3	10.924	B
C-AB	2	615	0.003	2	0.0	5.866	A
C-A	101			101			
A-B	252			252			
A-C	273			273			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	409	0.301	123	0.4	12.558	B
C-AB	2	603	0.004	2	0.0	5.988	A
C-A	120			120			
A-B	301			301			
A-C	325			325			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	379	0.398	150	0.6	15.634	C
C-AB	3	587	0.005	3	0.0	6.159	A
C-A	147			147			
A-B	369			369			
A-C	399			399			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	379	0.398	151	0.7	15.746	C
C-AB	3	587	0.005	3	0.0	6.166	A
C-A	147			147			
A-B	369			369			
A-C	399			399			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	409	0.301	124	0.4	12.675	B
C-AB	2	603	0.004	2	0.0	6.004	A
C-A	120			120			
A-B	301			301			
A-C	325			325			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	430	0.240	104	0.3	11.035	B
C-AB	2	615	0.003	2	0.0	5.872	A

C-A	101			101			
A-B	252			252			
A-C	273			273			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.03	0.26	0.64	0.64			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.03	0.29	1.36	3.01			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.35	1.14	1.32			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	7.93	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	227	100.000
B		✓	261	100.000
C		✓	443	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	99	128
	B	257	0	4
	C	439	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	6
	B	2	0	25
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.69	28.26	2.2	10.9	D
C-AB	0.01	4.25	0.0	200.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	453	0.434	194	0.7	13.710	B
C-AB	5	852	0.006	5	0.0	4.248	A
C-A	329			329			
A-B	75			75			
A-C	96			96			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	437	0.537	233	1.1	17.561	C
C-AB	6	886	0.007	6	0.0	4.091	A
C-A	392			392			
A-B	89			89			
A-C	115			115			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	413	0.695	283	2.1	26.892	D
C-AB	9	933	0.010	9	0.0	3.892	A
C-A	479			479			
A-B	109			109			
A-C	141			141			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	413	0.695	287	2.2	28.260	D
C-AB	9	933	0.010	9	0.0	3.896	A
C-A	479			479			
A-B	109			109			
A-C	141			141			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	437	0.537	238	1.2	18.508	C
C-AB	7	886	0.007	7	0.0	4.097	A
C-A	392			392			
A-B	89			89			
A-C	115			115			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	453	0.434	198	0.8	14.206	B
C-AB	5	852	0.006	5	0.0	4.253	A

C-A	329			329			
A-B	75			75			
A-C	96			96			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.75	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.12	0.14	1.05	1.73	1.99			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.09	0.03	0.32	3.92	10.94			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.17	0.03	0.30	2.17	9.58			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.21	0.05	0.48	2.89	4.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.79	0.04	0.37	1.84	3.12			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	2.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	37	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	760	100.000
B		✓	137	100.000
C		✓	175	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	425	335
	B	125	0	12
	C	173	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	4
	B	4	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.41	16.43	0.7	3.2	C
C-AB	0.01	6.02	0.0	200.4	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	424	0.243	102	0.3	11.140	B
C-AB	2	623	0.003	2	0.0	5.791	A
C-A	130			130			
A-B	320			320			
A-C	252			252			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	401	0.307	123	0.4	12.906	B
C-AB	2	613	0.004	2	0.0	5.888	A
C-A	155			155			
A-B	382			382			
A-C	301			301			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	370	0.408	150	0.7	16.301	C
C-AB	3	601	0.005	3	0.0	6.018	A
C-A	189			189			
A-B	468			468			
A-C	369			369			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	370	0.408	151	0.7	16.432	C
C-AB	3	601	0.005	3	0.0	6.025	A
C-A	189			189			
A-B	468			468			
A-C	369			369			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	401	0.307	124	0.5	13.034	B
C-AB	2	613	0.004	2	0.0	5.901	A
C-A	155			155			
A-B	382			382			
A-C	301			301			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	424	0.243	104	0.3	11.261	B
C-AB	2	623	0.003	2	0.0	5.800	A

C-A	130			130			
A-B	320			320			
A-C	252			252			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.03	0.26	0.67	0.67			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.03	0.29	1.36	3.15			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.37	1.19	1.35			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.27	0.49	0.85			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

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Filename: 1616 Lower Bognor Road 2022.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY
Report generation date: 09/03/2017 16:45:28

»2022, AM
»2022, PM
»2022 + PAGHAM S, AM
»2022 + PAGHAM S, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
Stream B-AC	30.5	248.56	1.13	F	67.66	F	-24 % [Stream B-AC]	6.2	93.49	0.90	F	12.86	B	-13 % [Stream B-AC]
Stream C-AB	0.0	4.19	0.00	A				0.0	6.46	0.02	A			
	2022 + PAGHAM S													
Stream B-AC	40.6	330.42	1.18	F	84.63	F	-26 % [Stream B-AC]	10.3	147.88	0.99	F	19.18	C	-17 % [Stream B-AC]
Stream C-AB	0.0	4.04	0.00	A				0.0	6.25	0.02	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	87.86	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-24	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Lower Bognor Road		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			60.0	✓	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)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.50	35	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	576	0.099	0.250	0.158	0.358
1	B-C	736	0.106	0.269	-	-
1	C-B	609	0.223	0.223	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	398	100.000
B		✓	391	100.000
C		✓	616	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	207	191
	B	390	0	1
	C	615	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.12	246.56	30.5	84.0	F
C-AB	0.00	4.19	0.0	200.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	444	0.663	287	1.8	22.006	C
C-AB	2	861	0.002	2	0.0	4.188	A
C-A	462			462			
A-B	156			156			
A-C	144			144			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	420	0.838	343	4.1	42.364	E
C-AB	2	914	0.002	2	0.0	3.944	A
C-A	551			551			
A-B	186			186			
A-C	172			172			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	386	1.117	373	18.4	131.840	F
C-AB	3	990	0.004	3	0.0	3.645	A
C-A	675			675			
A-B	228			228			
A-C	210			210			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	386	1.117	382	30.5	246.560	F
C-AB	3	990	0.004	3	0.0	3.647	A
C-A	675			675			
A-B	228			228			
A-C	210			210			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	420	0.838	406	16.8	214.480	F
C-AB	2	914	0.002	2	0.0	3.950	A
C-A	551			551			
A-B	186			186			
A-C	172			172			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	444	0.663	353	2.2	56.823	F
C-AB	2	861	0.002	2	0.0	4.191	A
C-A	462			462			
A-B	156			156			
A-C	144			144			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.83	0.35	1.12	2.91	3.66			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.06	0.14	1.97	9.53	12.95			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	18.39	3.67	15.50	33.53	40.31			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	30.52	7.65	26.64	53.92	63.99			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	16.82	1.63	12.95	34.13	42.61			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.18	0.03	0.30	2.76	10.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	12.86	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1170	100.000
B		✓	236	100.000
C		✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	540	630
	B	236	0	0
	C	278	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.90	93.49	6.2	26.0	F
C-AB	0.02	6.46	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	379	0.469	174	0.9	17.316	C
C-AB	5	569	0.008	5	0.0	6.379	A
C-A	208			208			
A-B	407			407			
A-C	474			474			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	341	0.623	209	1.5	26.864	D
C-AB	6	567	0.011	6	0.0	6.413	A
C-A	247			247			
A-B	485			485			
A-C	566			566			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	288	0.903	245	5.1	89.412	F
C-AB	10	567	0.017	10	0.0	6.445	A
C-A	301			301			
A-B	595			595			
A-C	694			694			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	288	0.903	255	6.2	93.486	F
C-AB	10	567	0.017	10	0.0	6.460	A
C-A	301			301			
A-B	595			595			
A-C	694			694			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	341	0.623	230	1.8	36.596	E
C-AB	6	567	0.011	6	0.0	6.442	A
C-A	247			247			
A-B	485			485			
A-C	566			566			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	379	0.469	181	0.9	18.502	C
C-AB	5	569	0.008	5	0.0	6.394	A
C-A	208			208			

A-B	407			407			
A-C	474			474			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.85	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.54	0.09	1.12	3.13	4.28			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.13	0.09	1.62	13.68	19.96			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	6.23	0.06	1.18	17.90	28.95			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.79	0.04	0.38	4.67	8.88			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.03	0.30	1.21	4.38			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	84.83	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-26	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	430	100.000
B		✓	391	100.000
C		✓	688	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	207	223
	B	390	0	1
	C	687	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.18	330.42	40.6	73.7	F
C-AB	0.00	4.04	0.0	200.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	429	0.686	286	2.0	24.017	C
C-AB	2	895	0.002	2	0.0	4.031	A
C-A	516			516			
A-B	156			156			
A-C	168			168			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	402	0.875	340	4.9	50.481	F
C-AB	3	955	0.003	3	0.0	3.775	A
C-A	616			616			
A-B	186			186			
A-C	200			200			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	364	1.184	356	23.5	187.606	F
C-AB	4	1042	0.004	4	0.0	3.465	A
C-A	753			753			
A-B	228			228			
A-C	246			246			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	364	1.184	362	40.6	330.424	F
C-AB	4	1042	0.004	4	0.0	3.467	A
C-A	753			753			
A-B	228			228			
A-C	246			246			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	402	0.875	392	30.5	325.756	F
C-AB	3	955	0.003	3	0.0	3.780	A
C-A	616			616			
A-B	186			186			
A-C	200			200			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	429	0.686	405	2.9	147.854	F
C-AB	2	895	0.002	2	0.0	4.035	A
C-A	516			516			

A-B	156			156			
A-C	168			168			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.00	0.19	1.11	3.72	4.75			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.89	0.18	2.62	11.38	15.31			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	23.51	7.17	20.96	39.28	45.86			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	40.62	15.61	37.49	64.35	73.75			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	30.46	9.54	27.35	50.90	59.36			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.92	0.03	0.33	5.46	15.46			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	19.18	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1233	100.000
B		✓	236	100.000
C		✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	540	693
	B	236	0	0
	C	317	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.99	147.88	10.3	35.7	F
C-AB	0.02	6.25	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	362	0.490	174	0.9	18.767	C
C-AB	5	583	0.009	5	0.0	6.233	A
C-A	237			237			
A-B	407			407			
A-C	522			522			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	321	0.661	209	1.8	31.169	D
C-AB	7	584	0.012	7	0.0	6.228	A
C-A	282			282			
A-B	485			485			
A-C	623			623			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	263	0.987	237	7.5	98.039	F
C-AB	11	590	0.018	11	0.0	6.204	A
C-A	343			343			
A-B	595			595			
A-C	763			763			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	263	0.987	248	10.3	147.882	F
C-AB	11	590	0.018	11	0.0	6.214	A
C-A	343			343			
A-B	595			595			
A-C	763			763			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	321	0.661	245	2.2	59.357	F
C-AB	7	584	0.012	7	0.0	6.253	A
C-A	282			282			
A-B	485			485			
A-C	623			623			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	362	0.490	182	1.0	20.500	C
C-AB	5	583	0.009	5	0.0	6.247	A
C-A	237			237			

A-B	407			407			
A-C	522			522			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.92	0.54	1.00	1.41	1.46			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.78	0.08	1.15	3.94	5.52			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	7.45	0.29	4.38	17.28	22.98			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	10.29	0.21	5.17	25.89	35.71			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.20	0.04	0.38	5.73	11.33			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.00	0.03	0.29	1.26	4.21			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 1616 Vinnetrow Road B2166 2022.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY
Report generation date: 10/03/2017 13:45:56

»2022, AM
»2022, PM
»2022 + PAGHAM S, AM
»2022 + PAGHAM S, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
Arm 1	0.7	6.77	0.41	A	7.44	A	29 % [Arm 2]	3.6	26.00	0.80	D	14.18	B	3 % [Arm 1]
Arm 2	2.4	8.51	0.71	A				0.8	4.41	0.44	A			
Arm 3	0.1	6.19	0.10	A				0.0	4.17	0.04	A			
Arm 4	1.0	6.17	0.51	A				4.0	14.63	0.81	B			
	2022 + PAGHAM S													
Arm 1	0.7	6.94	0.42	A	8.31	A	22 % [Arm 2]	5.2	37.14	0.88	E	18.76	C	-1 % [Arm 1]
Arm 2	3.0	10.05	0.75	B				0.9	4.65	0.47	A			
Arm 3	0.1	6.68	0.11	A				0.0	4.30	0.04	A			
Arm 4	1.1	6.19	0.52	A				5.4	19.04	0.85	C			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/11/2016
Version	
Status	
Identifier	
Client	
Jobnumber	1616
Enumerator	FB
Description	

Units

ARUN DISTRICT COUNCIL P/140/16/OUT

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	7.44	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	29	Arm 2

Arms

Arms

Arm	Name	Description
1	Vinnetrow Road	
2	B2166 E	
3	Mill Lane	
4	B2166 W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	6.00	5.0	30.0	30.0	35.0	
2	4.00	6.00	12.0	30.0	30.0	30.0	
3	3.00	7.00	8.0	20.0	30.0	30.0	
4	3.50	6.00	6.0	20.0	30.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.559	1219
2	0.649	1633
3	0.591	1375
4	0.593	1385

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)

HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	329	100.000
2		✓	927	100.000
3		✓	60	100.000
4		✓	549	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	169	9	151
	2	192	0	8	727
	3	13	13	0	34
	4	122	418	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	11	5
	2	6	0	0	4
	3	0	0	0	0
	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.41	6.77	0.7	2.9	A
2	0.71	8.51	2.4	5.2	A
3	0.10	6.19	0.1	0.5	A
4	0.51	6.17	1.0	1.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	248	330	980	0.253	246	0.3	4.895	A
2	698	127	1482	0.471	694	0.9	4.550	A
3	45	801	880	0.051	45	0.1	4.311	A
4	413	163	1233	0.335	411	0.5	4.368	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	296	395	944	0.313	295	0.5	5.548	A
2	833	152	1466	0.569	832	1.3	5.663	A

3	54	960	782	0.069	54	0.1	4.945	A
4	494	196	1214	0.407	493	0.7	4.986	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	362	483	894	0.405	361	0.7	6.743	A
2	1021	186	1444	0.707	1016	2.3	8.347	A
3	66	1174	650	0.102	66	0.1	6.163	A
4	604	239	1188	0.509	603	1.0	6.140	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	362	484	894	0.405	362	0.7	6.772	A
2	1021	186	1443	0.707	1020	2.4	8.507	A
3	66	1178	647	0.102	66	0.1	6.194	A
4	604	240	1187	0.509	604	1.0	6.175	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	296	397	943	0.314	297	0.5	5.577	A
2	833	152	1465	0.569	838	1.3	5.771	A
3	54	966	778	0.069	54	0.1	4.974	A
4	494	197	1213	0.407	495	0.7	5.022	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	248	332	979	0.253	248	0.3	4.927	A
2	698	127	1482	0.471	700	0.9	4.615	A
3	45	808	876	0.052	45	0.1	4.334	A
4	413	165	1233	0.335	414	0.5	4.401	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2	0.88	0.55	1.00	1.40	1.45			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.50	0.50	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.45	0.00	0.00	0.45	0.45			N/A	N/A
2	1.30	0.06	0.78	2.89	4.14			N/A	N/A
3	0.07	0.03	0.25	0.46	0.48			N/A	N/A
4	0.68	0.12	0.86	1.37	1.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.67	0.03	0.25	0.67	0.67			N/A	N/A
2	2.34	0.03	0.28	2.34	5.24			N/A	N/A
3	0.11	0.03	0.26	0.47	0.49			N/A	N/A
4	1.02	0.03	0.26	1.02	1.02			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.68	0.03	0.29	1.08	2.86			N/A	N/A
2	2.38	0.03	0.27	2.38	2.38			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4	1.03	0.03	0.27	1.03	1.66			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	1.34	0.08	1.01	2.68	3.63			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.69	0.21	0.93	1.39	1.44			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2	0.90	0.05	0.48	1.91	2.85			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.51	0.05	0.48	1.29	1.40			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	14.18	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	479	100.000
2		✓	586	100.000
3		✓	30	100.000
4		✓	923	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	319	24	136
	2	125	0	5	456
	3	4	12	0	14
	4	69	839	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

	3	0	0	0	0
	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.80	26.00	3.6	18.2	D
2	0.44	4.41	0.8	2.2	A
3	0.04	4.17	0.0	0.5	A
4	0.81	14.63	4.0	19.5	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	361	648	833	0.433	358	0.8	7.524	A
2	441	131	1501	0.294	440	0.4	3.388	A
3	23	537	1049	0.022	22	0.0	3.506	A
4	695	106	1290	0.539	690	1.2	5.959	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	431	776	761	0.566	429	1.3	10.746	B
2	527	157	1484	0.355	526	0.5	3.755	A
3	27	643	985	0.027	27	0.0	3.758	A
4	830	127	1277	0.650	827	1.8	7.947	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	527	946	667	0.791	519	3.4	23.170	C
2	645	190	1464	0.441	644	0.8	4.390	A
3	33	786	898	0.037	33	0.0	4.161	A
4	1016	155	1260	0.806	1008	3.9	13.826	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	527	953	663	0.796	526	3.6	25.997	D
2	645	192	1462	0.441	645	0.8	4.407	A
3	33	789	896	0.037	33	0.0	4.169	A
4	1016	155	1260	0.806	1016	4.0	14.632	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	431	786	756	0.570	440	1.4	11.700	B
2	527	160	1482	0.355	528	0.6	3.778	A
3	27	648	982	0.027	27	0.0	3.772	A
4	830	127	1277	0.650	838	1.9	8.349	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	361	655	829	0.435	363	0.8	7.758	A
2	441	133	1500	0.294	442	0.4	3.406	A
3	23	541	1047	0.022	23	0.0	3.516	A
4	695	106	1290	0.539	698	1.2	6.110	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.55	1.00	1.40	1.45			N/A	N/A
2	0.41	0.00	0.00	0.41	0.41			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.15	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.27	0.06	0.84	2.73	3.81			N/A	N/A
2	0.55	0.55	1.00	1.40	1.45			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.81	0.06	0.75	4.59	6.89			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.38	0.04	0.35	7.80	18.21			N/A	N/A
2	0.78	0.03	0.25	0.78	0.78			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	3.87	0.03	0.32	5.94	19.63			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.63	0.03	0.31	4.68	17.56			N/A	N/A
2	0.79	0.03	0.28	0.79	2.25			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	4.00	0.03	0.28	4.00	11.92			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.36	0.04	0.45	3.49	5.58			N/A	N/A
2	0.56	0.55	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.90	0.05	0.52	4.99	7.86			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.78	0.03	0.33	1.74	3.71			N/A	N/A
2	0.42	0.00	0.00	0.42	0.42			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.18	0.04	0.37	2.96	5.61			N/A	N/A

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	22	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	336	100.000
2		✓	999	100.000
3		✓	60	100.000
4		✓	574	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	176	9	151
	2	208	0	8	783
	3	13	13	0	34
	4	122	443	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	11	5
	2	5	0	0	3

	3	0	0	0	0
	4	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.42	6.94	0.7	2.9	A
2	0.75	10.05	3.0	10.6	B
3	0.11	6.68	0.1	0.5	A
4	0.52	6.19	1.1	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	253	348	977	0.259	252	0.3	4.953	A
2	752	127	1496	0.503	748	1.0	4.787	A
3	45	855	851	0.053	45	0.1	4.465	A
4	432	175	1264	0.342	430	0.5	4.306	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	302	417	940	0.321	302	0.5	5.640	A
2	898	152	1480	0.607	896	1.5	6.144	A
3	54	1024	747	0.072	54	0.1	5.191	A
4	516	210	1243	0.415	515	0.7	4.943	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	370	511	889	0.416	369	0.7	6.904	A
2	1100	186	1457	0.755	1094	3.0	9.758	A
3	66	1251	608	0.109	66	0.1	6.636	A
4	632	256	1214	0.520	631	1.1	6.152	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	370	512	889	0.416	370	0.7	6.937	A
2	1100	186	1457	0.755	1100	3.0	10.053	B
3	66	1257	605	0.109	66	0.1	6.682	A
4	632	258	1214	0.521	632	1.1	6.189	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	302	419	939	0.322	303	0.5	5.669	A
2	898	152	1479	0.607	904	1.6	6.318	A
3	54	1033	742	0.073	54	0.1	5.234	A
4	516	212	1242	0.416	517	0.7	4.979	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	253	351	976	0.259	253	0.4	4.988	A
2	752	127	1496	0.503	754	1.0	4.871	A
3	45	862	847	0.053	45	0.1	4.493	A
4	432	177	1263	0.342	433	0.5	4.339	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2	1.00	0.55	1.00	1.40	1.45			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.52	0.52	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.47	0.00	0.00	0.47	0.47			N/A	N/A
2	1.52	0.05	0.68	3.72	5.55			N/A	N/A
3	0.08	0.03	0.26	0.47	0.50			N/A	N/A
4	0.70	0.11	0.86	1.38	1.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.70	0.03	0.26	0.70	0.70			N/A	N/A
2	2.95	0.03	0.29	2.95	10.64			N/A	N/A
3	0.12	0.03	0.26	0.47	0.49			N/A	N/A
4	1.07	0.03	0.26	1.07	1.07			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.71	0.03	0.28	1.00	2.89			N/A	N/A
2	3.01	0.03	0.27	3.01	3.60			N/A	N/A
3	0.12	0.03	0.25	0.45	0.48			N/A	N/A
4	1.08	0.03	0.27	1.08	1.52			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.48	0.00	0.00	0.48	0.48			N/A	N/A
2	1.57	0.06	0.90	3.67	5.26			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.72	0.21	0.93	1.39	1.44			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2	1.02	0.04	0.42	2.51	3.99			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.52	0.05	0.52	1.31	1.40			N/A	N/A

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	18.76	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	493	100.000
2		✓	625	100.000
3		✓	30	100.000
4		✓	972	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	333	24	136
	2	133	0	5	487
	3	4	12	0	14
	4	69	888	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

	3	0	0	0	0
	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.86	37.14	5.2	28.7	E
2	0.47	4.65	0.9	1.8	A
3	0.04	4.30	0.0	0.5	A
4	0.85	19.04	5.4	28.0	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	371	684	813	0.457	368	0.8	8.035	A
2	471	131	1501	0.314	469	0.5	3.482	A
3	23	566	1031	0.022	22	0.0	3.567	A
4	732	112	1287	0.569	727	1.3	6.371	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	443	819	737	0.601	441	1.5	12.045	B
2	562	156	1484	0.378	561	0.6	3.897	A
3	27	678	963	0.028	27	0.0	3.844	A
4	874	134	1273	0.686	871	2.1	8.863	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	543	996	638	0.850	530	4.6	30.319	D
2	688	188	1464	0.470	687	0.9	4.624	A
3	33	828	873	0.038	33	0.0	4.287	A
4	1070	164	1255	0.853	1058	5.1	17.281	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	543	1006	633	0.858	540	5.2	37.140	E
2	688	192	1462	0.471	688	0.9	4.650	A
3	33	832	870	0.038	33	0.0	4.299	A
4	1070	164	1255	0.853	1069	5.4	19.044	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	443	834	729	0.608	458	1.6	13.946	B
2	562	162	1481	0.379	563	0.6	3.927	A
3	27	685	960	0.028	27	0.0	3.861	A
4	874	134	1273	0.686	886	2.3	9.599	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	371	692	808	0.459	374	0.9	8.351	A
2	471	133	1499	0.314	471	0.5	3.502	A
3	23	571	1029	0.022	23	0.0	3.577	A
4	732	112	1286	0.569	735	1.3	6.578	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.83	0.55	1.00	1.40	1.45			N/A	N/A
2	0.45	0.00	0.00	0.45	0.45			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.30	0.56	1.12	1.50	1.75			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.46	0.06	0.80	3.42	4.92			N/A	N/A
2	0.60	0.10	0.83	1.37	1.43			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	2.12	0.05	0.73	5.59	8.58			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.63	0.04	0.45	13.00	23.76			N/A	N/A
2	0.88	0.03	0.25	0.88	0.88			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	5.13	0.04	0.36	11.98	27.98			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	5.25	0.04	0.36	12.01	28.66			N/A	N/A
2	0.88	0.03	0.27	0.88	1.79			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	5.42	0.03	0.31	5.42	24.07			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.61	0.04	0.41	4.27	7.40			N/A	N/A
2	0.62	0.55	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	2.26	0.05	0.46	6.18	10.37			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.86	0.03	0.31	1.55	4.28			N/A	N/A
2	0.46	0.00	0.00	0.46	0.46			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.34	0.03	0.34	3.14	6.82			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Rose Green Road-Carlton Avenue.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY\TA01A
Report generation date: 10/03/2017 13:47:04

»2022, AM
»2022, PM
»2022 + Pagham S, AM
»2022 + Pagham S, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
Stream B-ACD	1.5	27.44	0.61	D	30.86	D	-12 % [Stream D-ABC]	0.8	20.50	0.46	C	66.02	F	-20 % [Stream D-ABC]
Stream A-BCD	0.0	6.48	0.01	A				0.0	5.41	0.01	A			
Stream D-ABC	9.3	60.70	0.94	F				26.5	181.69	1.07	F			
Stream C-ABD	0.2	5.15	0.10	A				0.3	4.89	0.11	A			
	2022 + Pagham S													
Stream B-ACD	1.6	29.39	0.63	D	38.16	E	-15 % [Stream D-ABC]	0.9	21.71	0.47	C	90.18	F	-23 % [Stream D-ABC]
Stream A-BCD	0.0	6.53	0.01	A				0.0	5.43	0.01	A			
Stream D-ABC	12.4	102.86	0.98	F				36.2	245.54	1.12	F			
Stream C-ABD	0.2	5.07	0.10	A				0.3	4.93	0.12	A			

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

File summary

File Description

Title	Rose Green Road/Carlton Avenue
Location	Rose Green, Pagham
Site number	
Date	08/03/2017
Version	
Status	Existing Junction
Identifier	
Client	
Jobnumber	1616
Enumerator	FB
Description	

Units

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

Analysis Options

			Calculate				**Queue**

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓
D3	2022 + Pagham S	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022 + Pagham S	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	30.86	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm type
A	Grosvenor Gardens		Major
B	Carlton Avenue		Minor
C	Rose Green Road W		Major
D	Rose Green Road N		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Grosvenor Gardens	7.00			155.0	✓	0.00
C - Rose Green Road W	7.00			145.0	✓	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)	Visibility to left (m)	Visibility to right (m)
B - Carlton Avenue	One lane	3.10	22	50
D - Rose Green Road N	One lane	3.70	80	137

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	664	-	-	-	0.246	0.246	0.246	-	0.246	-	-
1	B-AD	514	0.090	0.226	-	-	-	0.142	0.324	0.142	0.090	0.226
1	B-C	662	0.097	0.245	-	-	-	-	-	-	0.097	0.245
1	C-B	658	0.244	0.244	-	-	-	-	-	-	0.244	0.244
1	D-A	760	-	-	-	0.282	0.111	0.282	-	0.111	-	-
1	D-BC	613	0.170	0.170	0.385	0.270	0.107	0.270	-	0.107	-	-

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 Demand

Demand Set Details

ID	Scenario	Time Period	Traffic profile	Start time	Finish time	Time segment length	Run

	name	name	type	(HH:mm)	(HH:mm)	(min)	automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	232	100.000
B - Carlton Avenue		ONE HOUR	✓	186	100.000
C - Rose Green Road W		ONE HOUR	✓	410	100.000
D - Rose Green Road N		ONE HOUR	✓	400	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	14	215	3
	B - Carlton Avenue	53	0	52	81
	C - Rose Green Road W	183	34	0	193
	D - Rose Green Road N	37	58	305	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	33
	B - Carlton Avenue	0	0	0	1
	C - Rose Green Road W	1	0	0	1
	D - Rose Green Road N	3	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.61	27.44	1.5	D	171	256
A-BCD	0.01	6.48	0.0	A	4	7
A-B					13	19
A-C					196	294
D-ABC	0.94	80.70	9.3	F	367	551
C-ABD	0.10	5.15	0.2	A	59	88
C-D					163	245
C-A					155	232

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	140	35	407	0.344	138	0.0	0.5	13.284	B
A-BCD	3	1	558	0.006	3	0.0	0.0	6.483	A
A-B	10	3			10				

A-C	161	40			161				
D-ABC	301	75	515	0.585	296	0.0	1.4	16.077	C
C-ABD	41	10	744	0.056	41	0.0	0.1	5.122	A
C-D	137	34			137				
C-A	130	33			130				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	167	42	378	0.442	166	0.5	0.8	16.882	C
A-BCD	4	1	572	0.007	4	0.0	0.0	6.383	A
A-B	12	3			12				
A-C	192	48			192				
D-ABC	360	90	495	0.726	355	1.4	2.4	24.944	C
C-ABD	55	14	764	0.072	55	0.1	0.1	5.078	A
C-D	161	40			161				
C-A	153	38			153				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	205	51	339	0.604	202	0.8	1.4	25.801	D
A-BCD	6	1	590	0.010	6	0.0	0.0	6.203	A
A-B	15	4			15				
A-C	234	59			234				
D-ABC	440	110	469	0.940	420	2.4	7.4	58.394	F
C-ABD	79	20	794	0.099	78	0.1	0.2	5.033	A
C-D	191	48			191				
C-A	181	45			181				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	205	51	335	0.611	204	1.4	1.5	27.439	D
A-BCD	6	1	590	0.010	6	0.0	0.0	6.162	A
A-B	15	4			15				
A-C	234	59			234				
D-ABC	440	110	468	0.941	433	7.4	9.3	80.704	F
C-ABD	79	20	791	0.100	79	0.2	0.2	5.066	A
C-D	191	48			191				
C-A	181	45			181				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	167	42	372	0.449	170	1.5	0.8	18.028	C
A-BCD	4	1	571	0.007	4	0.0	0.0	6.287	A
A-B	12	3			12				
A-C	192	48			192				
D-ABC	360	90	495	0.727	385	9.3	3.0	37.957	E
C-ABD	56	14	758	0.073	56	0.2	0.1	5.135	A
C-D	161	40			161				
C-A	152	38			152				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	140	35	405	0.346	141	0.8	0.5	13.733	B
A-BCD	3	1	558	0.006	3	0.0	0.0	6.435	A
A-B	10	3			10				
A-C	161	40			161				
D-ABC	301	75	514	0.586	307	3.0	1.5	17.833	C
C-ABD	42	10	742	0.056	42	0.1	0.1	5.149	A

C-D	137	34			137				
C-A	130	32			130				

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	88.02	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-20	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	220	100.000
B - Carlton Avenue		ONE HOUR	✓	135	100.000
C - Rose Green Road W		ONE HOUR	✓	500	100.000
D - Rose Green Road N		ONE HOUR	✓	461	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	36	179	5
	B - Carlton Avenue	40	0	43	52
	C - Rose Green Road W	251	36	0	213
	D - Rose Green Road N	91	51	319	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	0
	B - Carlton Avenue	0	0	3	2
	C - Rose Green Road W	1	0	0	1
	D - Rose Green Road N	0	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.46	20.50	0.8	C	124	186
A-BCD	0.01	5.41	0.0	A	7	10
A-B					33	49
A-C					163	244
D-ABC	1.07	161.69	26.5	F	423	635
C-ABD	0.11	4.89	0.3	A	71	107
C-D					178	267
C-A					210	315

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	102	25	404	0.252	100	0.0	0.3	11.823	B
A-BCD	5	1	671	0.007	5	0.0	0.0	5.405	A
A-B	27	7			27				
A-C	134	33			134				
D-ABC	347	87	525	0.661	340	0.0	1.8	18.739	C
C-ABD	49	12	791	0.061	48	0.0	0.1	4.844	A
C-D	151	38			151				
C-A	177	44			177				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	121	30	374	0.325	121	0.3	0.5	14.188	B
A-BCD	6	2	674	0.009	6	0.0	0.0	5.389	A
A-B	32	8			32				
A-C	159	40			159				
D-ABC	414	104	504	0.822	406	1.8	3.9	34.168	D
C-ABD	66	17	821	0.080	66	0.1	0.1	4.767	A
C-D	176	44			176				
C-A	207	52			207				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	149	37	333	0.447	147	0.5	0.8	19.282	C
A-BCD	8	2	680	0.012	8	0.0	0.0	5.357	A
A-B	39	10			39				
A-C	195	49			195				
D-ABC	508	127	475	1.069	456	3.8	16.6	101.255	F
C-ABD	97	24	865	0.112	97	0.1	0.3	4.688	A
C-D	208	52			208				
C-A	245	61			245				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	149	37	324	0.459	148	0.8	0.8	20.499	C
A-BCD	8	2	680	0.012	8	0.0	0.0	5.363	A
A-B	39	10			39				

A-C	195	49			195				
D-ABC	508	127	475	1.069	468	16.6	26.5	181.889	F
C-ABD	99	25	858	0.115	99	0.3	0.3	4.744	A
C-D	207	52			207				
C-A	244	61			244				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	121	30	357	0.340	123	0.8	0.5	15.458	C
A-BCD	6	2	674	0.009	6	0.0	0.0	5.397	A
A-B	32	8			32				
A-C	159	40			159				
D-ABC	414	104	504	0.823	488	26.5	8.1	133.252	F
C-ABD	68	17	806	0.084	68	0.3	0.2	4.884	A
C-D	175	44			175				
C-A	207	52			207				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	102	25	398	0.256	102	0.5	0.3	12.217	B
A-BCD	5	1	670	0.007	5	0.0	0.0	5.410	A
A-B	27	7			27				
A-C	134	33			134				
D-ABC	347	87	525	0.661	371	8.1	2.1	26.482	D
C-ABD	49	12	786	0.062	49	0.2	0.1	4.891	A
C-D	150	38			150				
C-A	177	44			177				

2022 + Pagham S, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	38.18	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-15	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 + Pagham S	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	232	100.000
B - Carlton Avenue		ONE HOUR	✓	186	100.000
C - Rose Green Road W		ONE HOUR	✓	439	100.000
D - Rose Green Road N		ONE HOUR	✓	412	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	14	215	3
	B - Carlton Avenue	53	0	52	81
	C - Rose Green Road W	183	34	0	222
	D - Rose Green Road N	37	58	317	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	33
	B - Carlton Avenue	0	0	0	1
	C - Rose Green Road W	1	0	0	1
	D - Rose Green Road N	3	0	2	0

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.63	29.39	1.6	D	171	256
A-BCD	0.01	6.53	0.0	A	4	7
A-B					13	19
A-C					196	294
D-ABC	0.96	102.66	12.4	F	378	567
C-ABD	0.10	5.07	0.2	A	61	92
C-D					187	281
C-A					154	231

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	140	35	402	0.348	138	0.0	0.5	13.525	B
A-BCD	3	1	555	0.006	3	0.0	0.0	6.526	A
A-B	10	3			10				
A-C	161	40			161				
D-ABC	310	78	512	0.606	304	0.0	1.5	16.900	C
C-ABD	43	11	757	0.057	42	0.0	0.1	5.038	A
C-D	158	39			158				
C-A	130	32			130				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	167	42	372	0.449	166	0.5	0.8	17.365	C
A-BCD	4	1	567	0.007	4	0.0	0.0	6.433	A
A-B	12	3			12				
A-C	192	48			192				
D-ABC	370	93	492	0.753	365	1.5	2.7	27.306	D
C-ABD	58	14	780	0.074	57	0.1	0.1	4.984	A
C-D	185	46			185				
C-A	152	38			152				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	205	51	331	0.618	202	0.8	1.5	27.214	D
A-BCD	6	1	585	0.010	6	0.0	0.0	6.259	A
A-B	15	4			15				
A-C	234	59			234				
D-ABC	454	113	465	0.976	427	2.7	9.3	68.771	F
C-ABD	83	21	814	0.102	83	0.1	0.2	4.924	A
C-D	219	55			219				
C-A	181	45			181				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	205	51	326	0.628	204	1.5	1.6	29.392	D
A-BCD	6	1	585	0.010	6	0.0	0.0	6.217	A
A-B	15	4			15				

A-C	234	59			234				
D-ABC	454	113	464	0.977	441	9.3	12.4	102.884	F
C-ABD	84	21	810	0.103	84	0.2	0.2	4.964	A
C-D	219	55			219				
C-A	181	45			181				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	167	42	364	0.460	170	1.6	0.9	18.877	C
A-BCD	4	1	567	0.008	4	0.0	0.0	6.335	A
A-B	12	3			12				
A-C	192	48			192				
D-ABC	370	93	491	0.754	406	12.4	3.5	51.485	F
C-ABD	58	15	772	0.075	59	0.2	0.1	5.052	A
C-D	184	46			184				
C-A	152	38			152				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	140	35	399	0.351	141	0.9	0.6	14.032	B
A-BCD	3	1	555	0.006	3	0.0	0.0	6.478	A
A-B	10	3			10				
A-C	161	40			161				
D-ABC	310	78	511	0.606	318	3.5	1.6	19.238	C
C-ABD	43	11	755	0.057	43	0.1	0.1	5.067	A
C-D	158	39			158				
C-A	130	32			130				

2022 + Pagham S, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	30.18	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-23	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 + Pagham S	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	220	100.000
B - Carlton Avenue		ONE HOUR	✓	135	100.000
C - Rose Green Road W		ONE HOUR	✓	515	100.000
D - Rose Green Road N		ONE HOUR	✓	486	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	36	179	5
	B - Carlton Avenue	40	0	43	52
	C - Rose Green Road W	251	36	0	228
	D - Rose Green Road N	91	51	344	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	0
	B - Carlton Avenue	0	0	0	2
	C - Rose Green Road W	0	0	0	1
	D - Rose Green Road N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.47	21.71	0.9	C	124	186
A-BCD	0.01	5.43	0.0	A	7	10
A-B					33	49
A-C					163	244
D-ABC	1.13	245.54	38.2	F	446	669
C-ABD	0.12	4.93	0.3	A	74	110
C-D					190	285
C-A					209	314

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	102	25	401	0.253	100	0.0	0.3	11.910	B
A-BCD	5	1	669	0.007	5	0.0	0.0	5.423	A
A-B	27	7			27				
A-C	134	33			134				
D-ABC	366	91	527	0.694	357	0.0	2.1	20.348	C
C-ABD	50	12	796	0.062	49	0.0	0.1	4.817	A
C-D	161	40			161				
C-A	177	44			177				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	121	30	370	0.328	121	0.3	0.5	14.402	B
A-BCD	6	2	672	0.009	6	0.0	0.0	5.409	A
A-B	32	8			32				
A-C	159	40			159				
D-ABC	437	109	506	0.864	426	2.1	4.8	40.394	E
C-ABD	68	17	827	0.082	68	0.1	0.2	4.740	A
C-D	188	47			188				
C-A	207	52			207				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	149	37	327	0.455	147	0.5	0.8	19.933	C
A-BCD	8	2	677	0.013	8	0.0	0.0	5.381	A
A-B	39	10			39				
A-C	195	49			195				
D-ABC	535	134	476	1.124	464	4.8	22.6	126.972	F
C-ABD	101	25	873	0.115	100	0.2	0.3	4.658	A
C-D	222	56			222				
C-A	244	61			244				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	149	37	314	0.474	148	0.8	0.9	21.712	C
A-BCD	8	2	677	0.013	8	0.0	0.0	5.385	A
A-B	39	10			39				

A-C	195	49			195				
D-ABC	535	134	476	1.125	473	22.6	38.2	245.544	F
C-ABD	103	26	864	0.119	103	0.3	0.3	4.738	A
C-D	221	55			221				
C-A	243	61			243				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	121	30	344	0.352	123	0.9	0.6	16.329	C
A-BCD	6	2	671	0.009	6	0.0	0.0	5.415	A
A-B	32	8			32				
A-C	159	40			159				
D-ABC	437	109	505	0.865	492	38.2	24.3	231.333	F
C-ABD	70	18	806	0.087	70	0.3	0.2	4.903	A
C-D	187	47			187				
C-A	206	51			206				

18:00 - 18:15

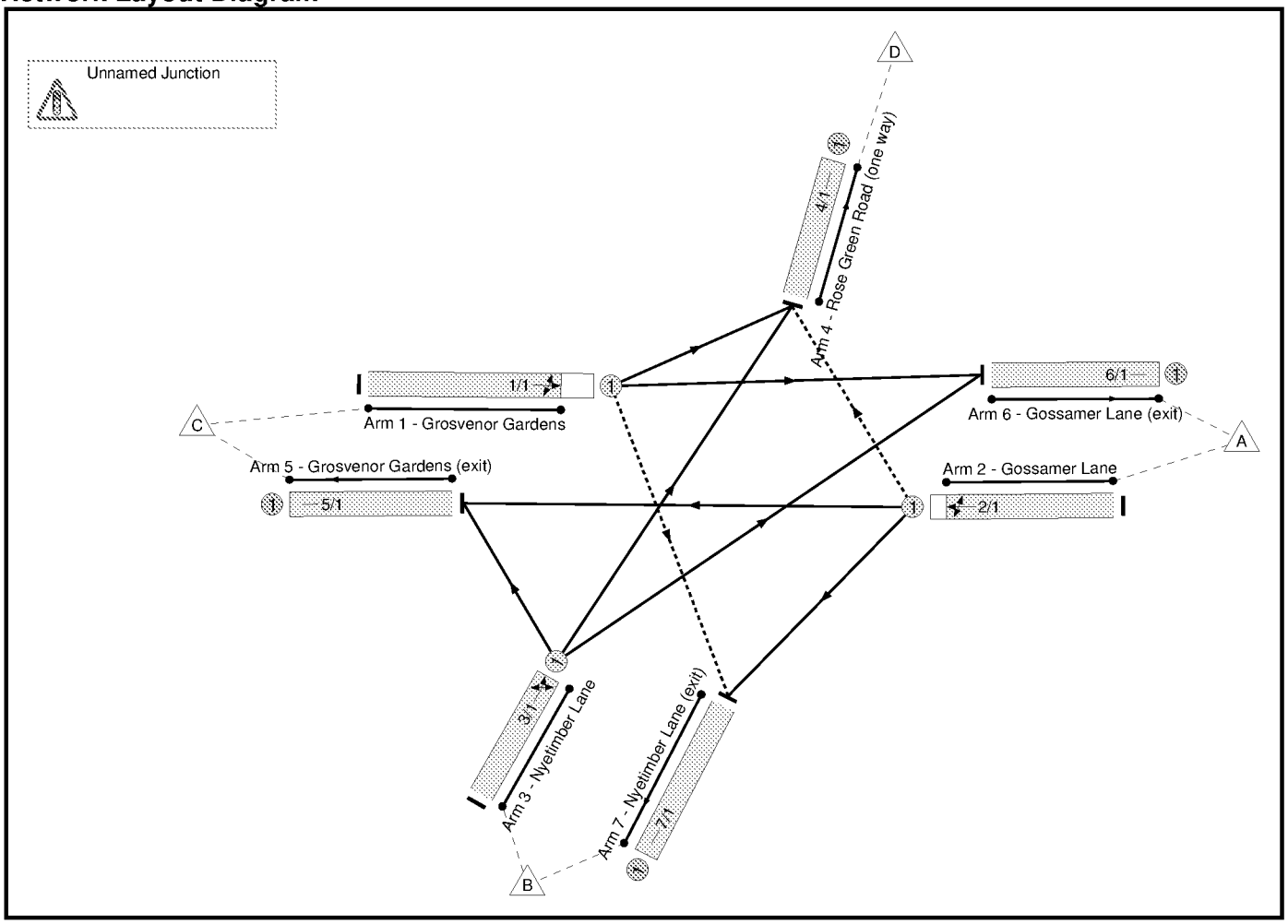
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	102	25	384	0.265	102	0.6	0.4	12.823	B
A-BCD	5	1	668	0.007	5	0.0	0.0	5.430	A
A-B	27	7			27				
A-C	134	33			134				
D-ABC	366	91	527	0.695	453	24.3	2.6	76.196	F
C-ABD	51	13	781	0.065	51	0.2	0.1	4.933	A
C-D	160	40			160				
C-A	177	44			177				

Full Input Data And Results

User and Project Details

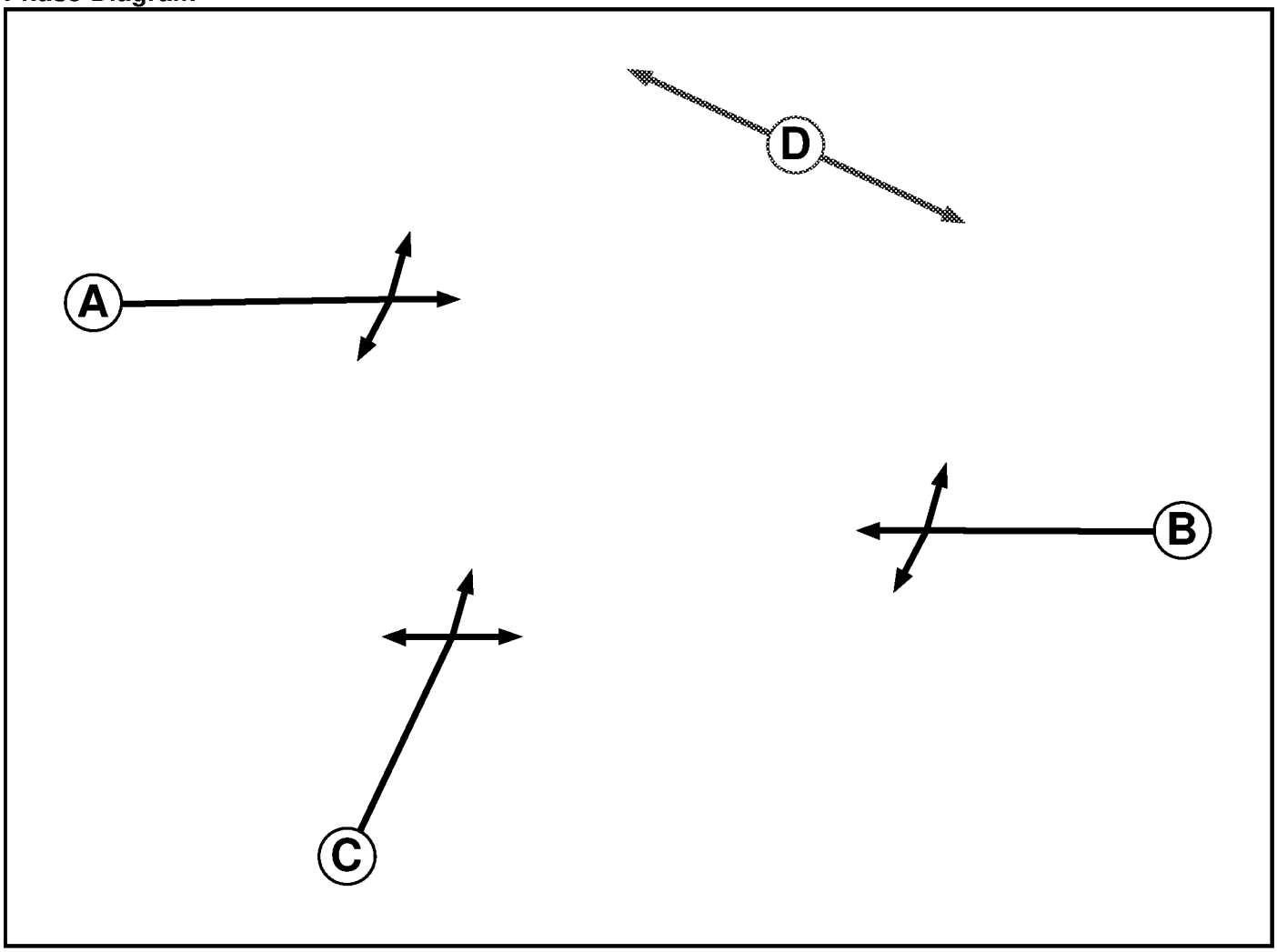
Project:	**Land West of Hook Lane, Pagham**
Title:	**Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd**
Location:	Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd, Bognor Regis
File name:	2022 Nyetimber Lane Gossamer Lane.lsg3x
Author:	F Bennett
Company:	Highgate Transportation Ltd
Address:	42 Trianlge West, Park Street, Bristol
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6

Full Input Data And Results

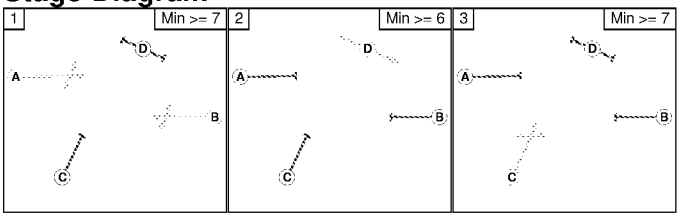
Phase Intergreens Matrix

	Starting Phase				
Terminating Phase		A	B	C	D
	A		-	5	12
	B	-		7	11
	C	5	5		-
	D	10	10	12	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	D
3	C

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage			
From Stage		1	2	3
	1		12	7
	2	10		12
	3	5	0	

ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Grosvenor Gardens)	7/1 (Right)	1439	0	2/1	1.09	To 5/1 (Ahead) To 7/1 (Left)	2.00	-	0.50	2	2.00
2/1 (Gossamer Lane)	4/1 (Right)	1439	0	1/1	1.09	To 4/1 (Left) To 6/1 (Ahead)	1.00	-	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Grosvenor Gardens)	O	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Left	7.50
											Arm 6 Ahead	Inf
											Arm 7 Right	6.50
2/1 (Gossamer Lane)	O	B	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 4 Right	15.00
											Arm 5 Ahead	Inf
											Arm 7 Left	15.00
3/1 (Nyetimber Lane)	U	C	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	10.00
											Arm 6 Right	20.00
4/1 (Rose Green Road (one way))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Grosvenor Gardens (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Gossamer Lane (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Nyetimber Lane (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 AM'	08:00	09:00	01:00	
2: '2022 PM'	16:00	17:00	01:00	
3: '2022 AM + Pagham S'	08:00	09:00	01:00	
4: '2022 PM + Pagham S'	16:00	17:00	01:00	

Scenario 1: '2022 AM ' (FG1: '2022 AM', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	212	163	37	412
	B	263	0	26	168	457
	C	160	48	0	39	247
	D	0	0	0	0	0
	Tot.	423	260	189	244	1116

Traffic Lane Flows

Lane	Scenario 1: 2022 AM
Junction: Unnamed Junction	
1/1	247
2/1	412
3/1	457
4/1	244
5/1	189
6/1	423
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	15.8 %	1835	1835
				Arm 6 Ahead	Inf	64.8 %		
				Arm 7 Right	6.50	19.4 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	9.0 %	1919	1919
				Arm 5 Ahead	Inf	39.6 %		
				Arm 7 Left	15.00	51.5 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	36.8 %	1944	1944
				Arm 5 Left	10.00	5.7 %		
				Arm 6 Right	20.00	57.5 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 PM' (FG2: '2022 PM', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	279	182	37	498
	B	181	0	43	115	339
	C	229	83	0	35	347
	D	0	0	0	0	0
	Tot.	410	362	225	187	1184

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 PM
Junction: Unnamed Junction	
1/1	347
2/1	498
3/1	339
4/1	187
5/1	225
6/1	410
7/1	362

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	10.1 %	1837	1837
				Arm 6 Ahead	Inf	66.0 %		
				Arm 7 Right	6.50	23.9 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	7.4 %	1914	1914
				Arm 5 Ahead	Inf	36.5 %		
				Arm 7 Left	15.00	56.0 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	33.9 %	1931	1931
				Arm 5 Left	10.00	12.7 %		
				Arm 6 Right	20.00	53.4 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2022 AM + Pagham S' (FG3: '2022 AM + Pagham S', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	239	163	37	439
	B	297	0	26	168	491
	C	160	48	0	39	247
	D	0	0	0	0	0
	Tot.	457	287	189	244	1177

Traffic Lane Flows

Lane	Scenario 3: 2022 AM + Pagham S
Junction: Unnamed Junction	
1/1	247
2/1	439
3/1	491
4/1	244
5/1	189
6/1	457
7/1	287

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	15.8 %	1835	1835
				Arm 6 Ahead	Inf	64.8 %		
				Arm 7 Right	6.50	19.4 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	8.4 %	1915	1915
				Arm 5 Ahead	Inf	37.1 %		
				Arm 7 Left	15.00	54.4 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	34.2 %	1941	1941
				Arm 5 Left	10.00	5.3 %		
				Arm 6 Right	20.00	60.5 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2022 PM + Pagham S' (FG4: '2022 PM + Pagham S', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	307	182	37	526
	B	200	0	43	115	358
	C	229	83	0	35	347
	D	0	0	0	0	0
	Tot.	429	390	225	187	1231

Full Input Data And Results

Traffic Lane Flows

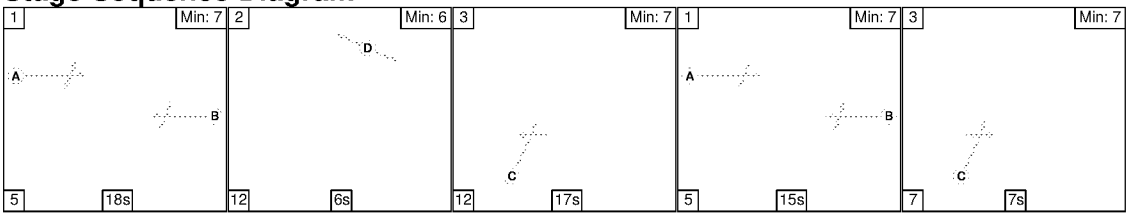
Lane	Scenario 4: 2022 PM + Pagham S
Junction: Unnamed Junction	
1/1	347
2/1	526
3/1	358
4/1	187
5/1	225
6/1	429
7/1	390

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	10.1 %	1837	1837
				Arm 6 Ahead	Inf	66.0 %		
				Arm 7 Right	6.50	23.9 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	7.0 %	1910	1910
				Arm 5 Ahead	Inf	34.6 %		
				Arm 7 Left	15.00	58.4 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	32.1 %	1929	1929
				Arm 5 Left	10.00	12.0 %		
				Arm 6 Right	20.00	55.9 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 AM ' (FG1: '2022 AM', Plan 2: 'Double Cycle')

Stage Sequence Diagram

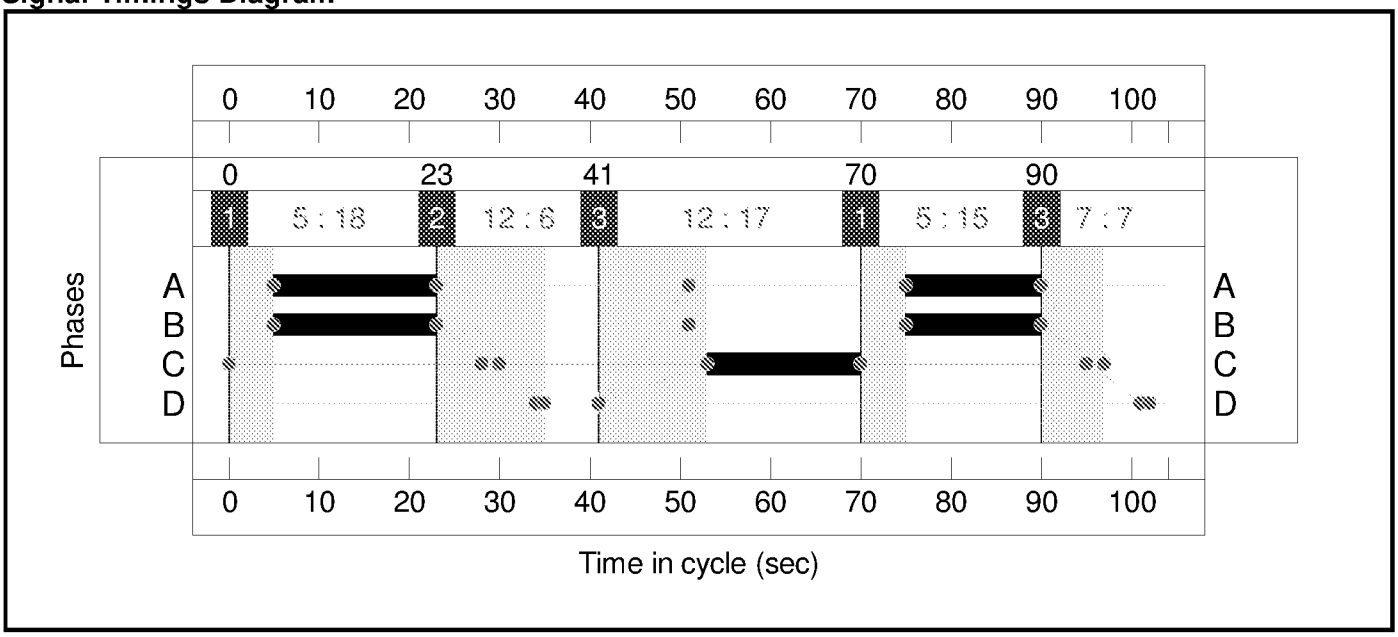


Full Input Data And Results

Stage Timings

Stage	1	2	3	1	3
Duration	18	6	17	15	7
Change Point	0	23	41	70	90

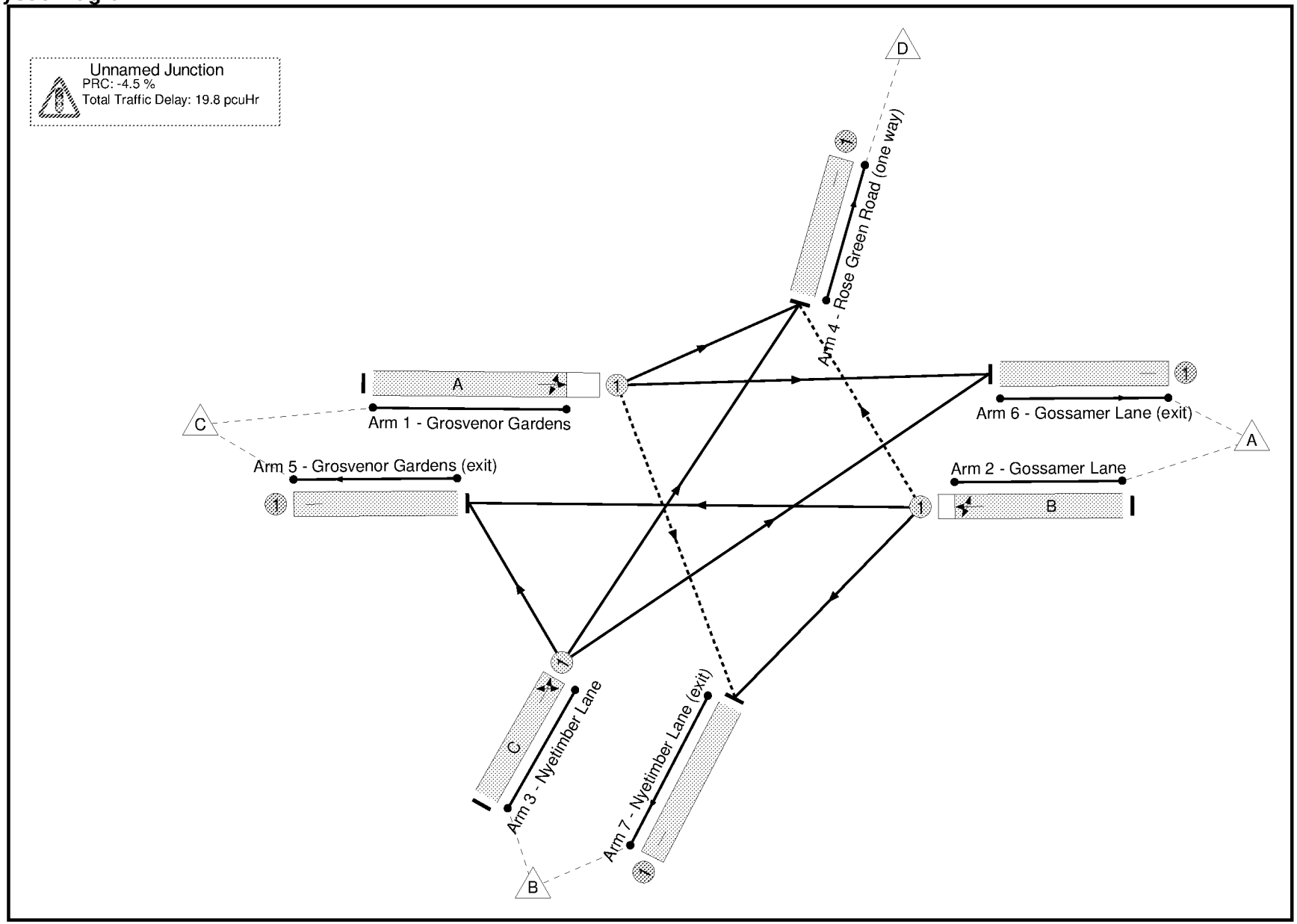
Signal Timings Diagram



ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

Network Layout Diagram



ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.0%**
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	33	-	247	1835	323	76.5%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	33	-	412	1919	439	93.8%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	24	-	457	1944	486	94.0%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%

ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

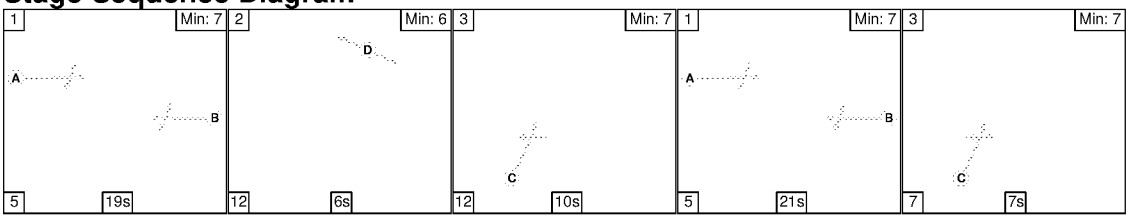
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	**-**	**-**	**73**	**0**	**12**	**7.1**	**12.6**	**0.1**	**19.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**73**	**0**	**12**	**7.1**	**12.6**	**0.1**	**19.8**	**-**	**-**	**-**	**-**
1/1	247	247	38	0	10	1.1	1.6	0.0	2.7	40.1	4.3	1.6	5.9
2/1	412	412	35	0	2	3.3	5.4	0.0	8.7	75.8	7.7	5.4	13.1
3/1	457	457	-	-	-	2.7	5.7	-	8.4	65.9	8.5	5.7	14.2
4/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -4.5 Total Delay for Signalled Lanes (pcuHr): 19.79 Cycle Time (s): 104
PRC Over All Lanes (%): -4.5 Total Delay Over All Lanes(pcuHr): 19.79

Full Input Data And Results

Scenario 2: '2022 PM' (FG2: '2022 PM', Plan 2: 'Double Cycle')

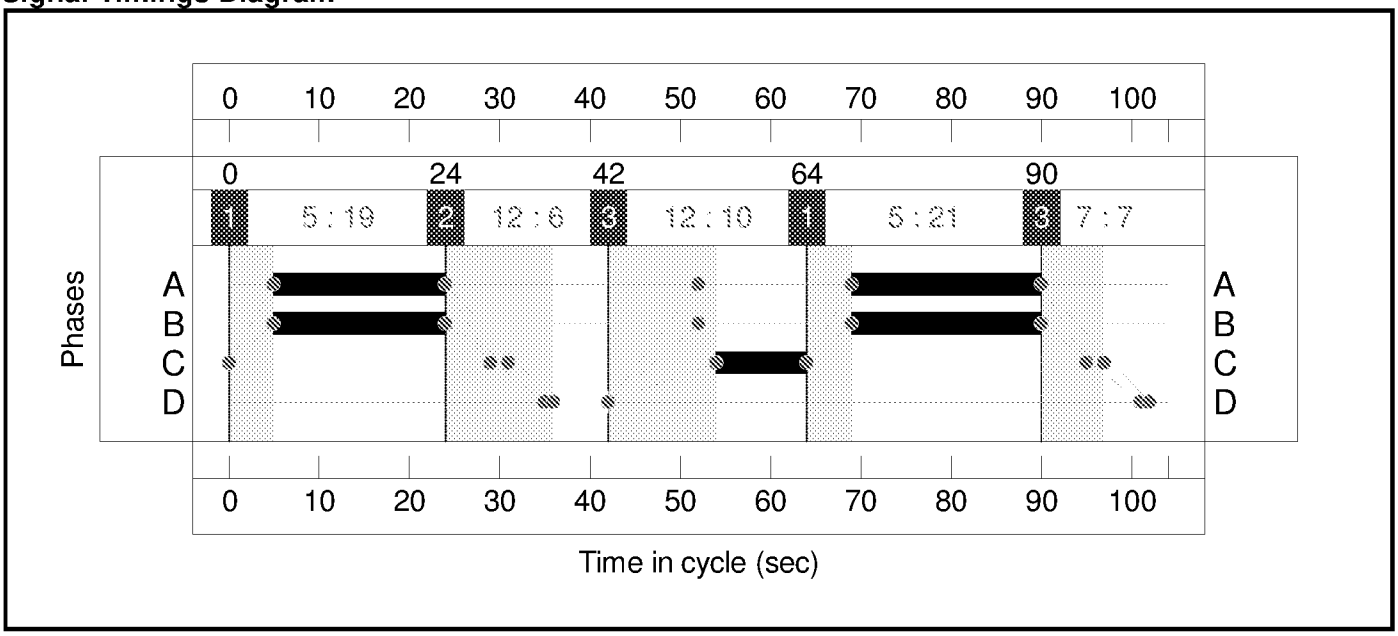
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	19	6	10	21	7
Change Point	0	24	42	64	90

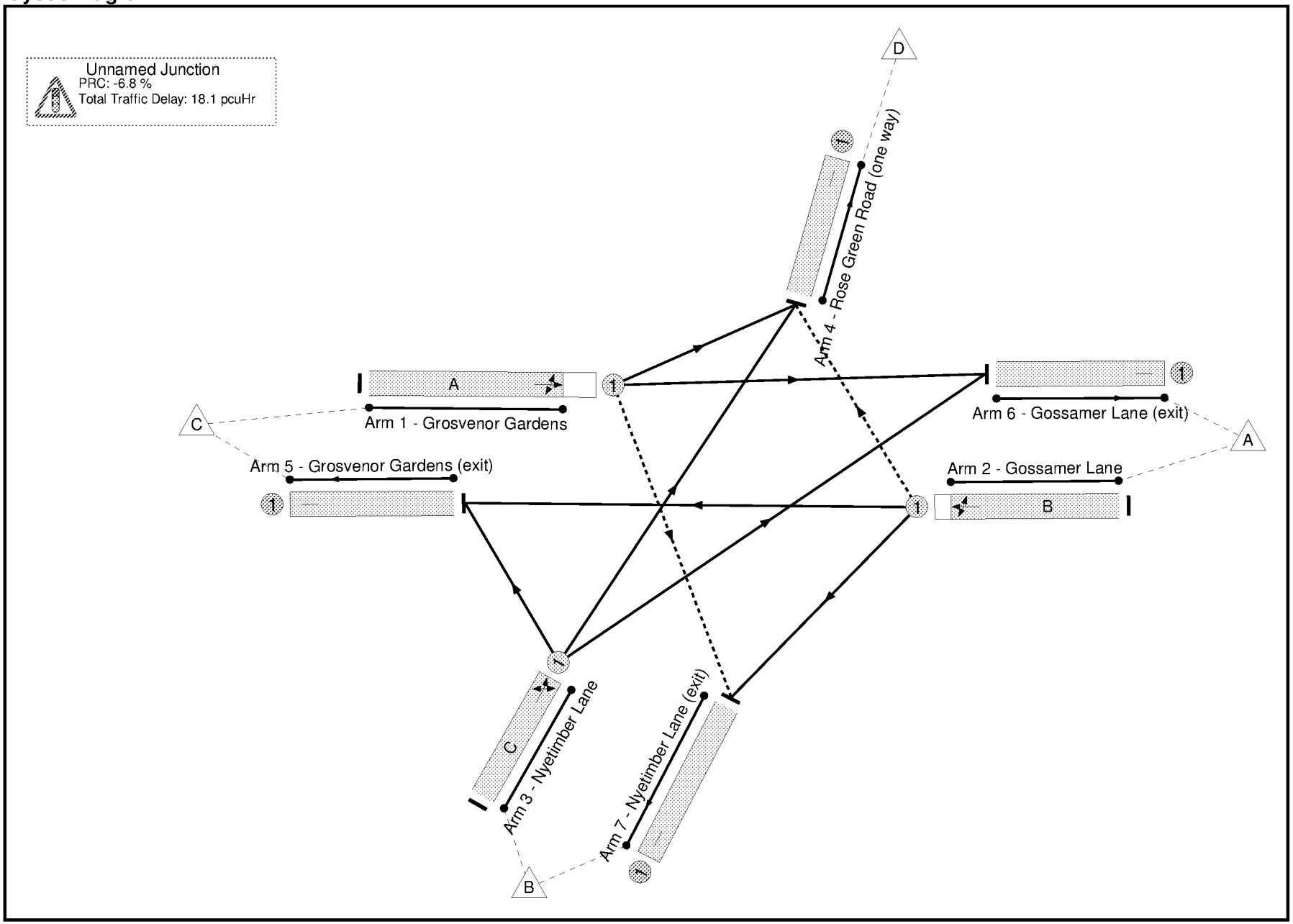
Signal Timings Diagram



ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

Network Layout Diagram



ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.1%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.1%**
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	40	-	347	1837	401	86.6%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	40	-	498	1914	594	83.8%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	17	-	339	1931	353	96.1%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%

ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

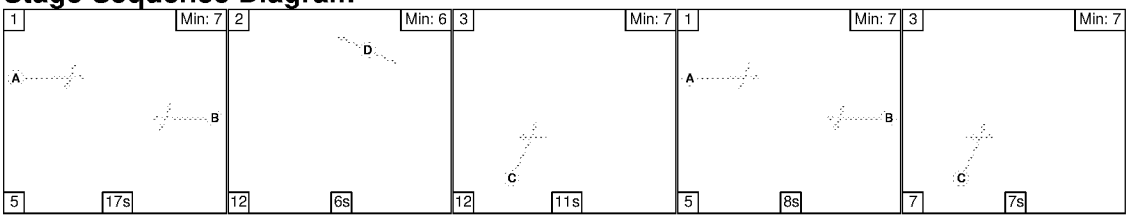
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	**-**	**-**	**97**	**0**	**23**	**6.2**	**11.8**	**0.1**	**18.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**97**	**0**	**23**	**6.2**	**11.8**	**0.1**	**18.1**	**-**	**-**	**-**	**-**
1/1	347	347	63	0	20	1.8	2.9	0.1	4.8	49.7	6.4	2.9	9.3
2/1	498	498	34	0	3	2.3	2.5	0.0	4.8	34.7	9.0	2.5	11.5
3/1	339	339	-	-	-	2.2	6.4	-	8.5	90.7	6.0	6.4	12.4
4/1	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -6.8 Total Delay for Signalled Lanes (pcuHr): 18.13 Cycle Time (s): 104
PRC Over All Lanes (%): -6.8 Total Delay Over All Lanes(pcuHr): 18.13

Full Input Data And Results

Scenario 3: '2022 AM + Pagham S' (FG3: '2022 AM + Pagham S', Plan 2: 'Double Cycle')

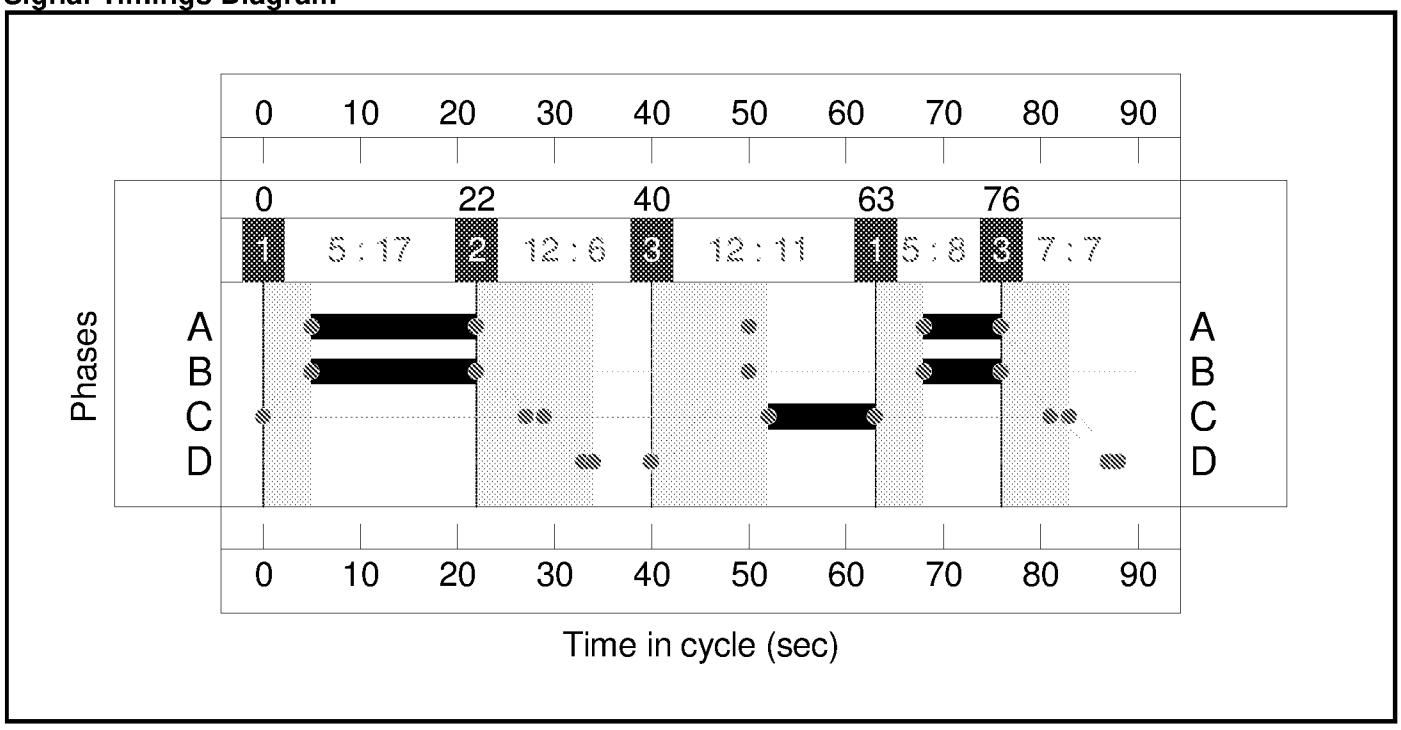
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	17	6	11	8	7
Change Point	0	22	40	63	76

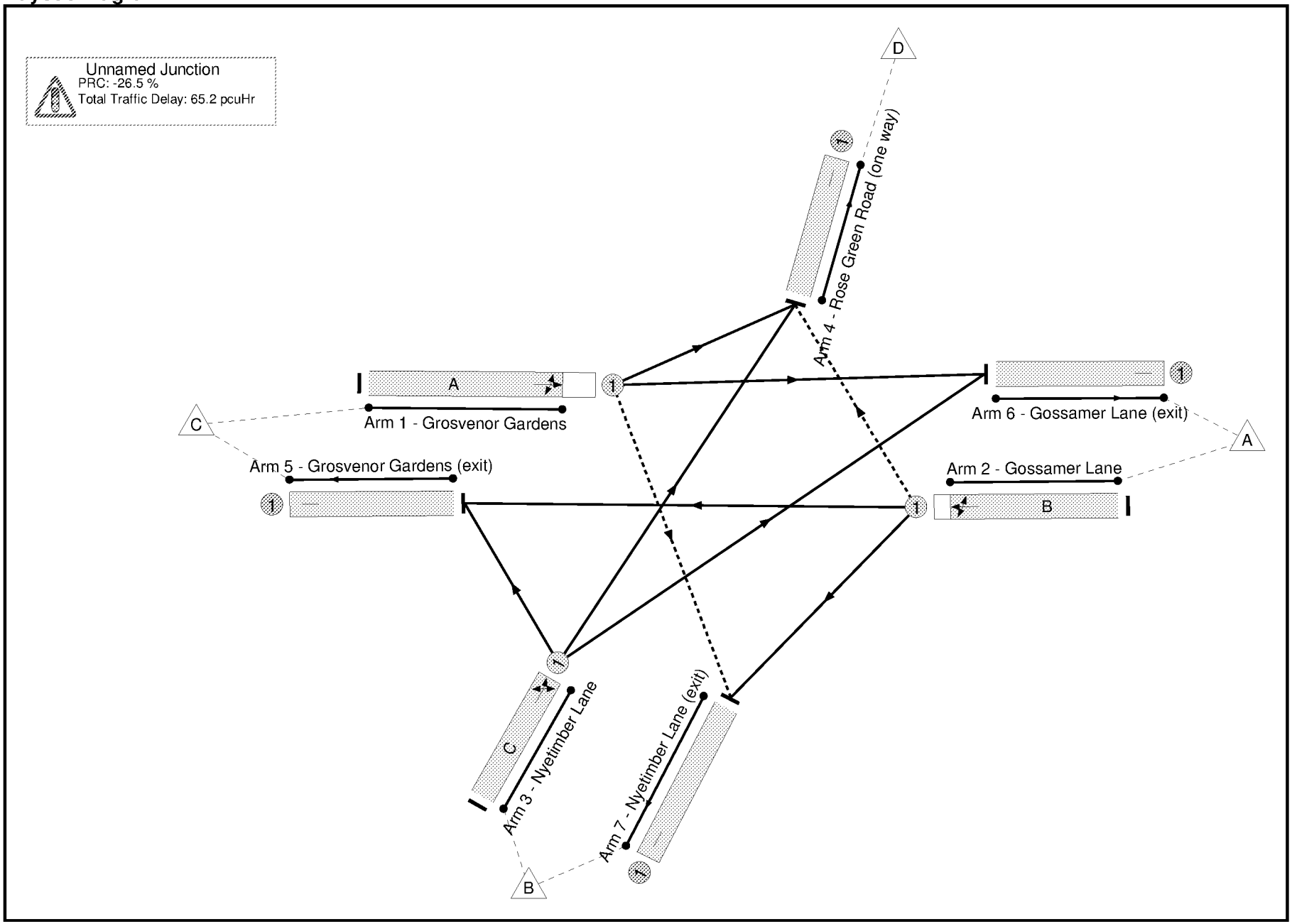
Signal Timings Diagram



ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

Network Layout Diagram



ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.8%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.8%**
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	25	-	247	1835	331	74.6%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	25	-	439	1915	415	105.8%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	18	-	491	1941	431	113.8%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%

ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

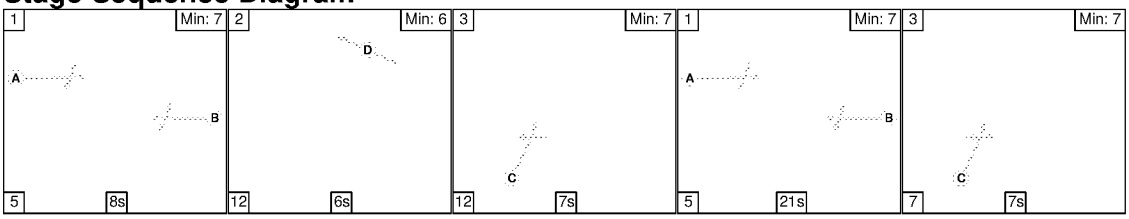
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	**-**	**-**	**60**	**0**	**23**	**12.1**	**53.0**	**0.0**	**65.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**60**	**0**	**23**	**12.1**	**53.0**	**0.0**	**65.2**	**-**	**-**	**-**	**-**
1/1	247	247	32	0	16	1.1	1.4	0.0	2.6	37.2	3.7	1.4	5.1
2/1	439	415	28	0	7	4.5	18.1	0.0	22.6	185.5	8.5	18.1	26.7
3/1	491	431	-	-	-	6.5	33.5	-	40.0	293.4	11.6	33.5	45.1
4/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -26.5 Total Delay for Signalled Lanes (pcuHr): 65.19 Cycle Time (s): 90
PRC Over All Lanes (%): -26.5 Total Delay Over All Lanes(pcuHr): 65.19

Full Input Data And Results

Scenario 4: '2022 PM + Pagham S' (FG4: '2022 PM + Pagham S', Plan 2: 'Double Cycle')

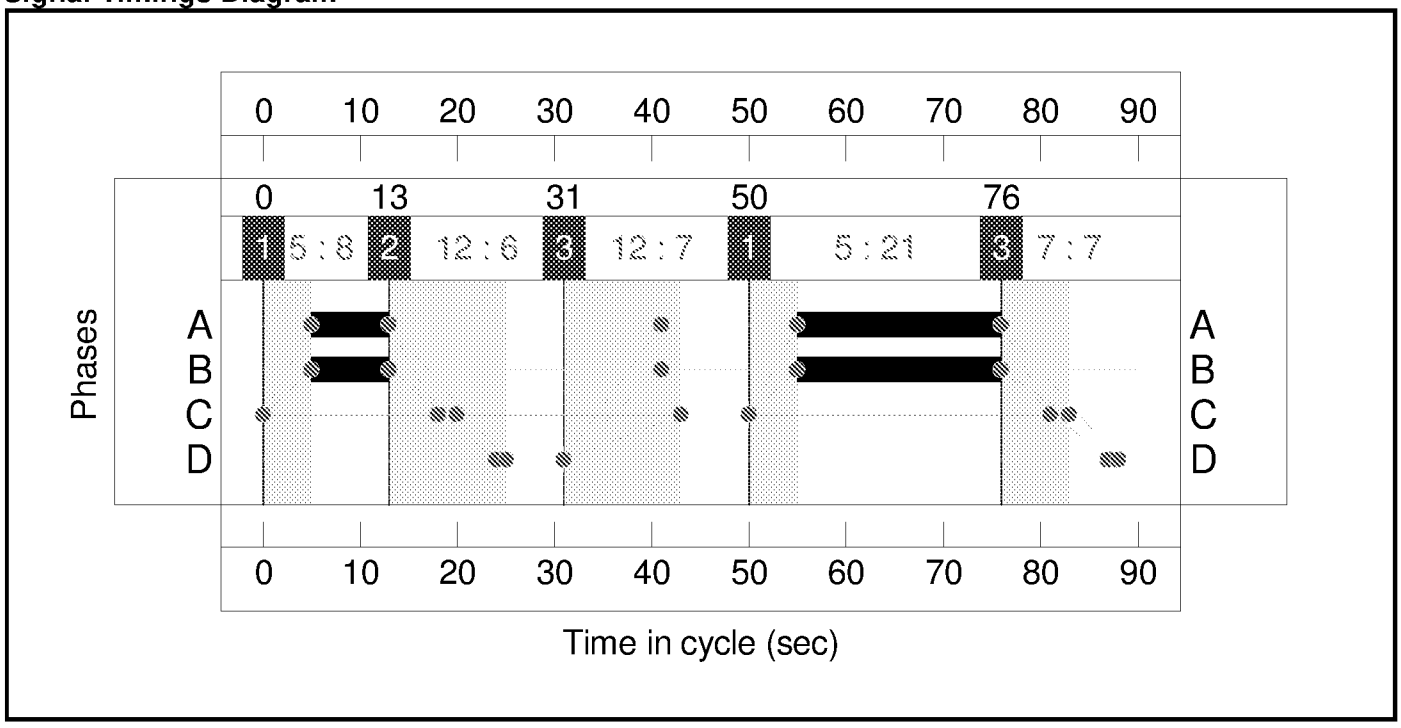
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	8	6	7	21	7
Change Point	0	13	31	50	76

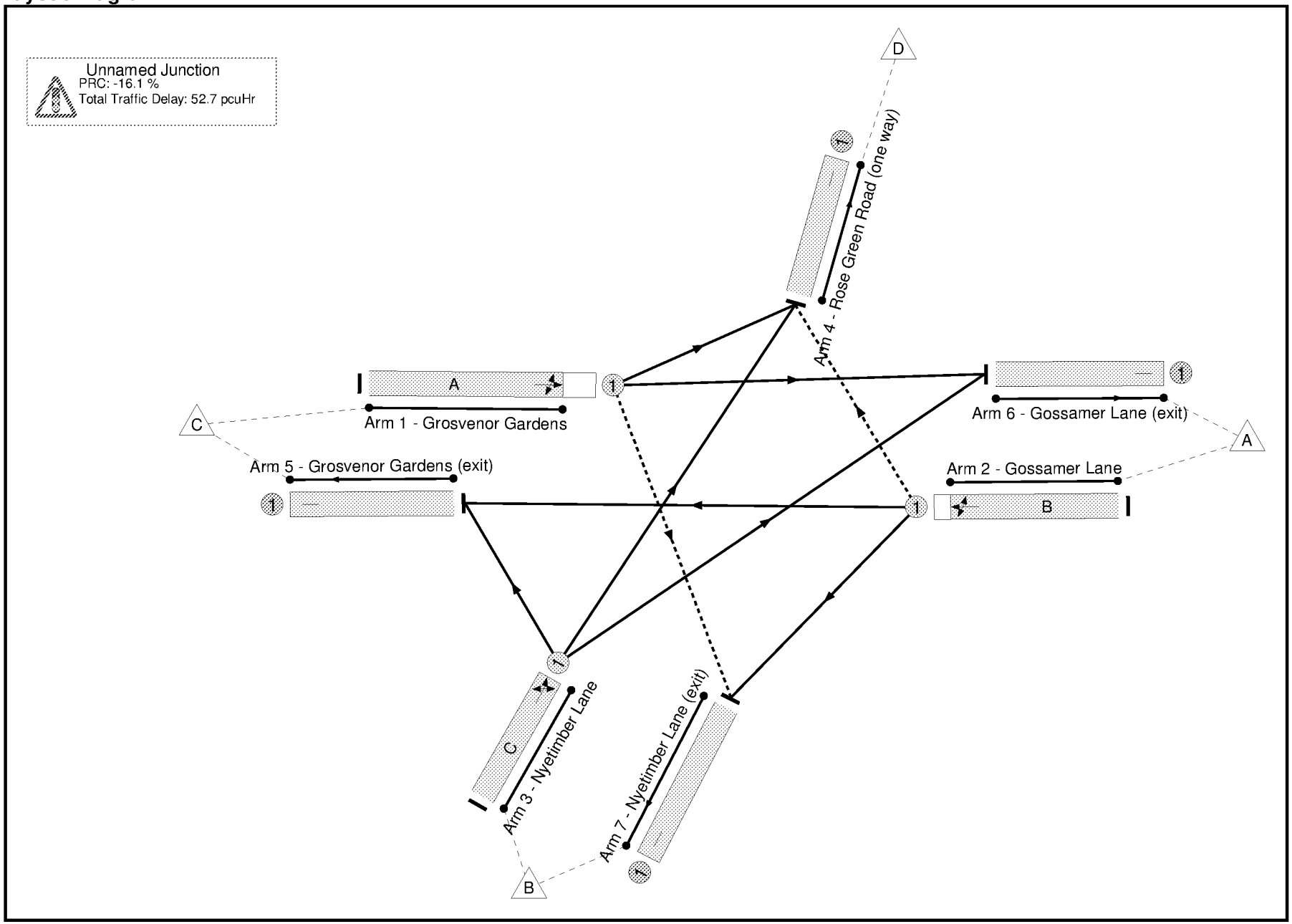
Signal Timings Diagram



ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

Network Layout Diagram



ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.5%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.5%**
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	29	-	347	1837	339	102.3%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	29	-	526	1910	503	104.5%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	14	-	358	1929	343	104.4%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%

ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	**-**	**-**	**77**	**0**	**40**	**8.7**	**43.9**	**0.1**	**52.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**77**	**0**	**40**	**8.7**	**43.9**	**0.1**	**52.7**	**-**	**-**	**-**	**-**
1/1	347	339	47	0	34	2.1	11.5	0.1	13.7	142.2	6.5	11.5	17.9
2/1	526	503	30	0	6	3.7	18.5	0.0	22.1	151.5	10.4	18.5	28.9
3/1	358	343	-	-	-	2.9	13.9	-	16.9	169.8	5.7	13.9	19.7
4/1	130	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -16.1 Total Delay for Signalled Lanes (pcuHr): 52.72 Cycle Time (s): 90
PRC Over All Lanes (%): -16.1 Total Delay Over All Lanes(pcuHr): 52.72

Appendix 26

Residential Travel Plan

ARUN DISTRICT COUNCIL P/140/16/OUT

HighgateTransportation

Pagham South

Proposed Residential Development and Community Hub
Pagham Road, Pagham

Residential Travel Plan
(P/140/16/OUT)

TP/01/A

March 2017

www.highgatetransportation.co.uk

ARUN DISTRICT COUNCIL P/140/16/OUT

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ARUN DISTRICT COUNCIL P/140/16/OUT

1.0 Introduction

1.1 Highgate Transportation Limited have been appointed by Hanbury (PM) Limited to prepare a Residential Travel Plan to support their planning application (P/140/16/OUT) for the development of land at Pagham South, west of Pagham Road, for a mix of residential dwellings and the creation of a community hub. The planning application is submitted in outline with all matters reserved except for access.

1.2 This Residential Travel Plan (TP/01/A) has been prepared in accordance with the Planning Practice Guidance (2014), further to submission of TP/01 which accompanied the planning application and subsequent discussions with the WSCC highway officer. Key changes in this document are the inclusion of details on travel vouchers for each dwelling upon first occupation, the agreement with WSCC that the car trip rate should be reduced by 10% as a result of the Travel Plan, and that monitoring should be carried out using TRICS Standard Assessment Methodology.

1.3 The aim of the Residential Travel Plan is to set out an approach to facilitate and encourage modes of travel by means other than the private car. This strategy will be based on a package of travel plan measures, modal shift targets and a monitoring regime.

1.4 The location of the application site and wider area is shown in **Figure 1.1** below.

ARUN DISTRICT COUNCIL P/140/16/OUT

Figure 1.1 – Site location and wider area



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1.5 The application proposals comprise:

i. Up to 400 residential dwellings.
ii. A care home with up to 70 beds.
iii. A Local Centre comprising up to 2,000sqm GFA.
iv. A single form entry primary school (210 pupils), up to three sports pitches and a Scout Hut.
v. An area for allotments with up to 20 plots.
vi. Access to the development from two new junctions with Pagham Road and associated pedestrian facilities.
vii. The safeguarding of land to help link the existing cycle route between Pagham Harbour and Chichester with Pagham Road via the site.
viii. The provision of fibre optic connections throughout the site to give future occupant the opportunity to have broadband.

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1.6 An illustrative masterplan has been prepared and one of the guiding principles has been to ensure that the development has an appropriate level of connectivity between the proposed and the adjacent uses. The internal layout follows the guidance set out in Manual for Streets to ensure a development that encourages walking and cycling, and has links to local bus stops. The masterplan confirms that one of the proposed access locations is to the south of Summer Lane and the other to the south of Sea Way. The illustrative masterplan is contained in **Appendix 1** and an extract is shown below in **Figure 1.2**.

Figure 1.2 – Illustrative masterplan extract



ARUN DISTRICT COUNCIL P/140/16/OUT

1.7 The Transport Assessment confirms that the residential element of the development is expected to generate the following trips, as set out in **Table 1.1** below.

Table 1.1 – Residential Trips

Mode of Travel		Units	Forecast Trip Attraction (per unit)			
			AM Peak Hour		PM Peak Hour	
			Arrival	Departure	Arrival	Departure
Cycle	*Trip Rates*	/unit	*0.002*	*0.015*	*0.014*	*0.009*
	Total Trips	400	1	6	7	4
Walk	*Trip Rates*	/unit	*0.039*	*0.158*	*0.083*	*0.039*
	Total Trips	400	16	63	33	16
Public Transport	*Trip Rates*	/unit	*0.002*	*0.009*	*0.010*	*0.002*
	Total Trips	400	1	4	4	1
Car Driver	*Trip Rates*	/unit	*0.144*	*0.359*	*0.299*	*0.179*
	Total Trips	400	58	144	120	72
Total People	*Trip Rates*	/unit	*0.219*	*0.700*	*0.495*	*0.284*
	Total Trips	400	88	280	198	114

1.8 From the TRICS assessment it can be seen that there may be up to around 370 people movements associated with the proposed residential development at Pagham South in the AM peak hour, and up to around 310 in the PM peak hour. From this it can therefore be seen that pedestrian trips would be typically 22% and car trips 56% of these journeys during the AM peak hour, with 16% and 62% typically in the PM peak hour respectively.

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2.0 Policy Background – Transport Plans

National Policies

2.1 The government have set out their planning policies for England, and how these are to be applied, in the National Planning Policy Framework (NPPF) 2012 and in the Planning Practice Guidance 2014.

2.2 In transport planning terms the NPPF seeks to manage patterns of growth by making the fullest possible use of public transport, walking and cycling and to focus development in locations which are or can be made sustainable.

2.3 Paragraph 29 of the NPPF states that the transport system needs to be balanced in favour of sustainable transport modes giving people a real choice about how they travel.

2.4 Paragraph 35 goes of the NPPF advises that developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.

2.5 Paragraph 36 of the NPPF confirms that Travel Plans are seen as a key tool in:

i. giving priority to pedestrian and cycle movements;
ii. providing high quality access to public transport;
iii. minimising conflict between traffic and cyclists or pedestrians; and
iv. providing facilities for electric vehicles.

2.6 In transport planning terms the Planning Practice Guidance describes travel plans as ways of assessing and mitigating the negative transport impacts of development by promoting sustainable transport.

Local Policies

2.7 In terms of new development, West Sussex Local Transport Plan and the Arun Local Plan aim to encourage more sustainable alternatives to travelling alone by car and Travel Plans are seen as a means of securing a package of measures that can help deliver this.

2.8 In principle, highway officers have confirmed that they are satisfied that the location of the development would give future residents a realistic choice about how they choose to travel without there being a reliance upon the use of the private car.

ARUN DISTRICT COUNCIL P/140/16/OUT

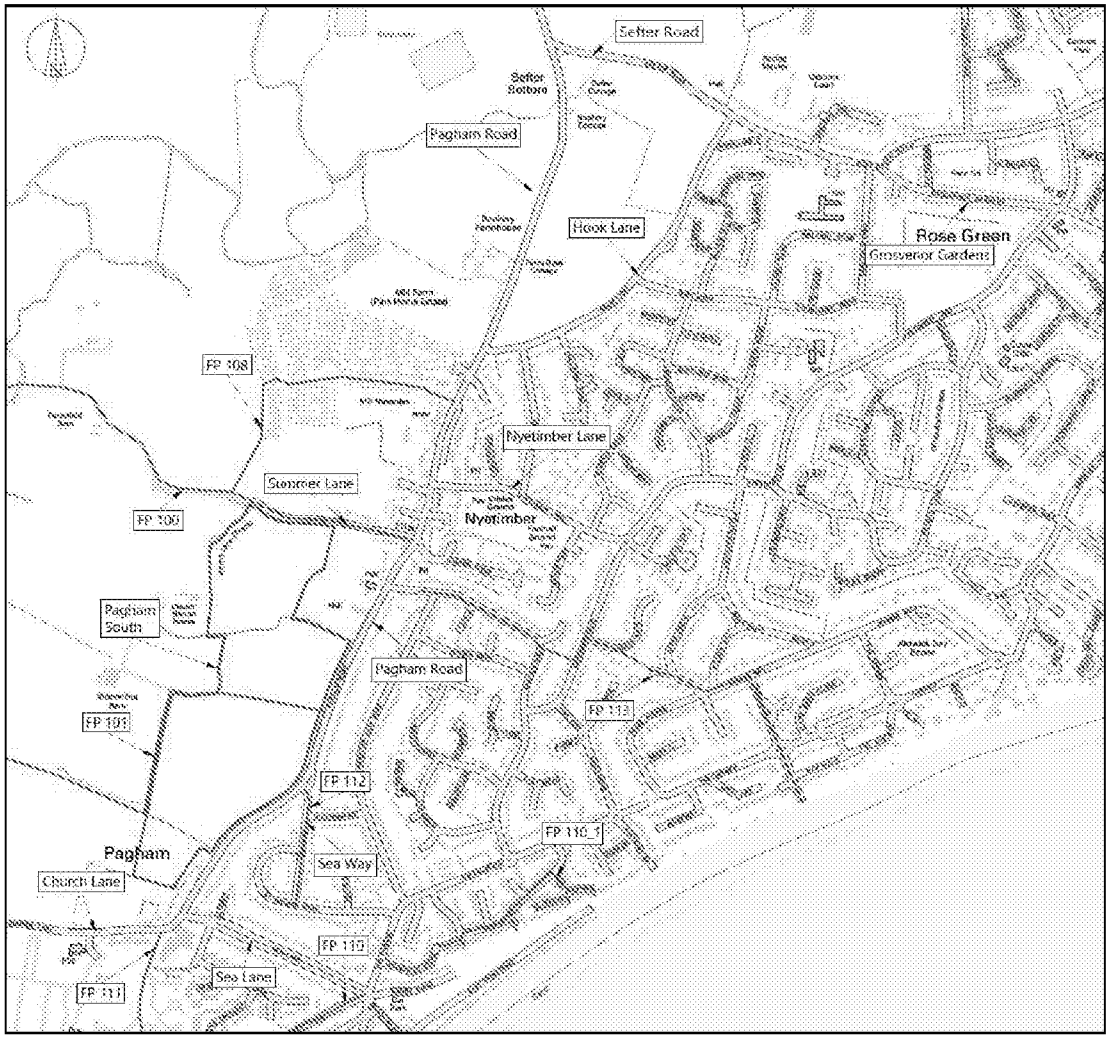
3.0 Site Context In Transport Terms

3.1 The Pagham South site is located to the south of Summer Lane and to the west of Pagham Road. The immediate area is predominately residential in character although there is a church and a small parade of shops to the north of the site. The nearest primary school is located around 1.5 kilometres also to the north of the site. The topography of Pagham is flat and is conducive to walking and cycling.

3.2 Summer Lane also forms PROW FP 100 which connects to FP 108 to the north and to the south is FP101, which bisects the application site and has an access point with Pagham Road. Because of the extensive provision of the local pedestrian network, this location is considered to be well connected by existing footways to the wider Pagham area and beyond.

3.3 **Figure 3.1** below shows the Pagham South site in the context of the local area including the existing PROW.

Figure 3.1 – Pagham South site and local area



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3.4 The Pagham Harbour cycle route is classified as LNR 88 and links Pagham Harbour with Chichester via North Mundham and provides an alternative to the B2145 and B2166 route which is narrow in places. It is located approximately 1.2 kilometres from the Pagham South site.

3.5 The Pagham Harbour Cycle Route plan is contained in **Appendix 2** and an extract also showing the location of the Pagham South site forms **Figure 3.2** below.

Figure 3.2 – Pagham Harbour Cycle Route extract

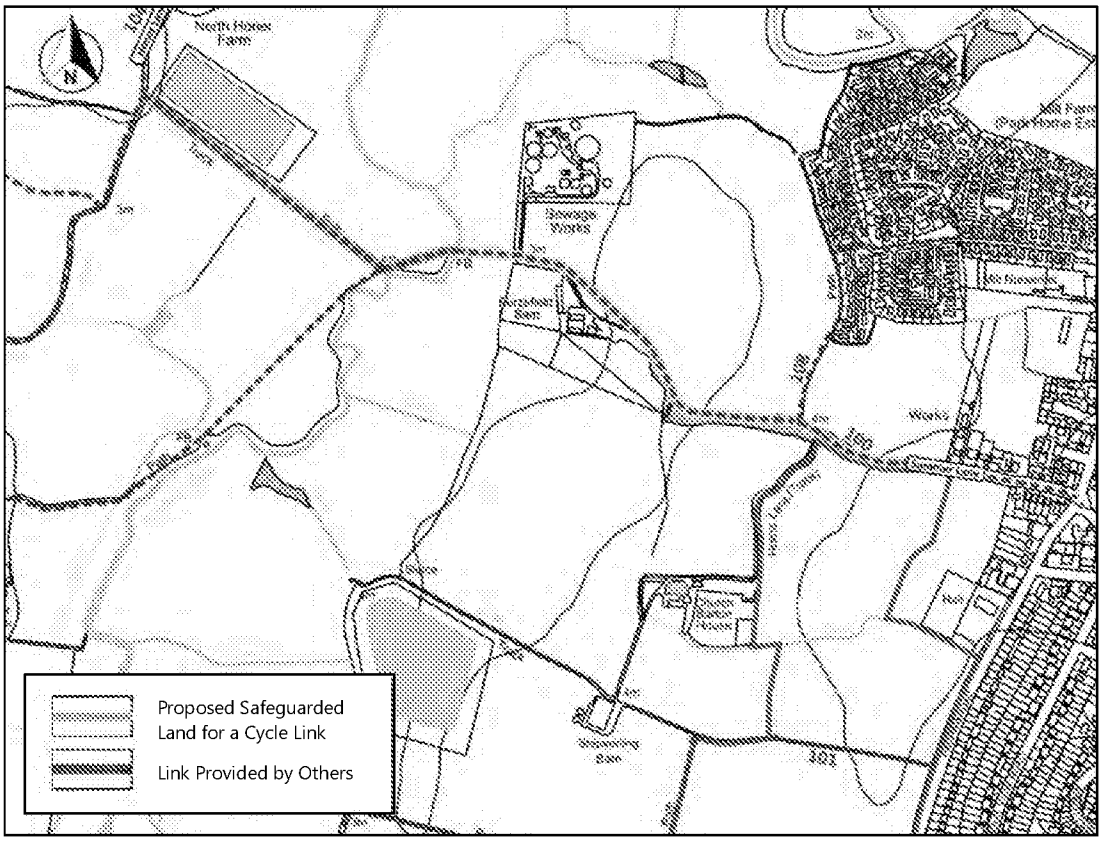


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3.6 The application proposals include the safeguarding of land to help link the existing cycle route between Pagham Harbour and Chichester, with Pagham Road via the site, will comprise around an 800m length of the 1.8km gap as shown in **Appendix 3** and in **Figure 3.3** below.

Figure 3.3 – Link to Pagham Harbour cycle route



3.7 A range of services and amenities are found close to the application site and these are set out in **Table 3.1** below and shown in the plan that forms **Appendix 4**.

ARUN DISTRICT COUNCIL P/140/16/OUT

Table 3.1 – Services and amenities and proximity to Pagham South site

Amenities/Facilities	Distance
The Village Pre-School	280m
Pagham Village Hall	280m
Pagham United Reformed Church	340m
The Lamb Inn	450m
Crown Racing (bookmakers), Post Office, Nyetimber Stores (newsagents)	500m
Indian and Chinese Takeaway	530m
The Bear Inn	550m
Tesco Express, Hair Salon, Tea Shop	610m
The Lion	620m
Pagham Cricket Club	630m
The Co-operative food, Dentist, Barber, Cafe	650m
Inglenook Hotel	680m
Pagham Football Club	700m
Fish and Chip Cafe	900m
Rose Green Primary Schools	1.9km
Craigweil News (newsagents), Hair Studio, Beauty Salon	2.4km
The Southern Co-Operative, Florists	2.5km
The Co-operative food, Lloyds Pharmacy, Rose Green Post Office	2.5km
Vaaru Cycles	4.7km
Bognor Regis Rail Station	5.9km
Chichester Rail Station	9.8km

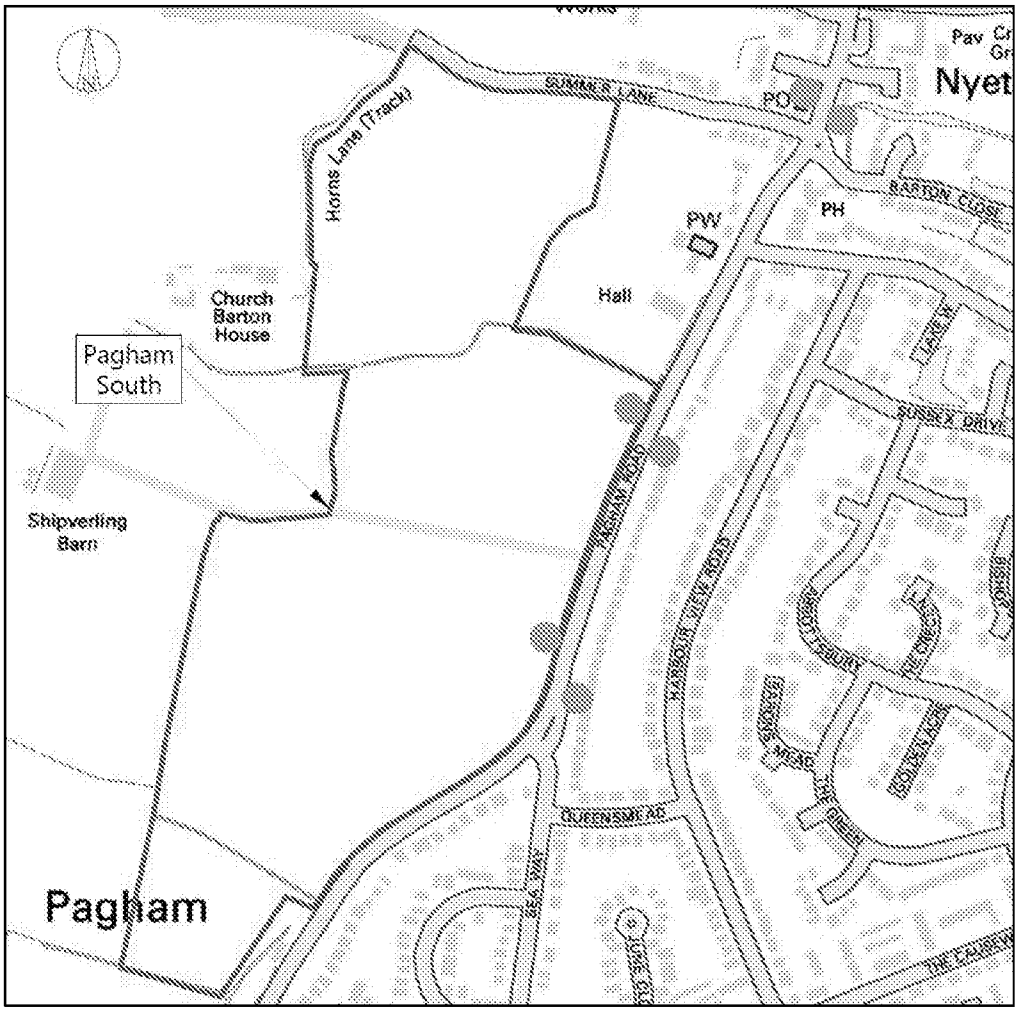
3.8 It can be seen from **Table 3.1** that there is a wide range of services within walking and cycling distance of the application site. Walking and cycling isochrones are provided in **Appendix 5** and **Appendix 6** respectively.

3.9 Pagham Road is a bus route with existing bus stops close to the junction with Summer Lane as well as south of the Village Hall and north of the junction with Sea Way. These bus stops are served by route number 600, operated by Stagecoach as a new, comprehensive and high quality service between Chichester and Bognor Regis. A route plan and timetables are contained in **Appendix 7**. Service 600 operates from early morning into the evening at 20 minute intervals Monday to Saturday, with an hourly service after 1900 hours. It also operates as an hourly service on Sundays.

3.10 Bus route 600 also provides access to Chichester rail station, which includes direct services to a number of locations including London, Gatwick, Brighton, Portsmouth and Southampton. There is also a rail station at Bognor Regis which is in easy cycling distance of the site. **Figure 3.4** below shows existing bus stops on Pagham Road in the vicinity of the site frontage.

ARUN DISTRICT COUNCIL P/140/16/OUT

Figure 3.4 – Existing bus stops on Pagham Road in the vicinity of the site frontage (shown blue):



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3.11 It is therefore reasonable to conclude that the site is already well served by public transport and the illustrative masterplan shows good links to existing bus stops. Furthermore, it can be concluded that the frequency and journey duration is such that the bus service could realistically replace car trips from the site to Bognor Regis and Chichester, as well as for more local trips within Pagham.

ARUN DISTRICT COUNCIL P/140/16/OUT

4.0 The Residential Travel Plan

4.1 The aim of this Residential Travel Plan is to set out a long term strategy to facilitate and encourage modes of travel by means other than the private car. This strategy is based on good travel plan management, a package of travel plan measures, modal shift targets, a monitoring regime and an action plan as set out below.

4.2 The illustrative masterplan extract that forms **Figure 1.2** shows that the development has an appropriate level of connectivity between the proposed and the adjacent uses and that the internal layout follows the guidance set out in Manual for Streets to ensure a layout that encourages walking and cycling and has good links to local bus stops.

Travel Plan Management

4.3 There will be a site management company and one of its responsibilities will be the management of the Travel Plan and this will include the appointment of the Travel Plan Coordinator (TPC). The TPC's role will be to develop and implement the Travel Plan, liaise with planning and highway officers, provide update travel information to residents and monitor the effectiveness of the travel plan measures. The TPC also has the responsibility for maintaining the records file for the Travel Plan, including survey information.

Travel Plan Measures

4.4 The development's sustainable transport credentials will be made aware to residents and other users through general marketing and promotion including on noticeboards within the site.

4.5 A Welcome Pack will be provided to each household on first occupation and will contain information on local public transport and best value ticketing, the accessibility of nearby services and facilities (including cycle shops) and the health benefits of walking and cycling. It will contain links to travel related and foodstore delivery websites, taxi firms and the contact details of the TPC.

4.6 Further measures proposed prior to occupation include for the following:

i. Ensure that cycle storage is provided for residents at a ratio to meet or exceed the Council's minimum parking ratio.
ii. Ensure the provision of good connectivity to walking and cycling links and permeability through the site to the wider highway network.
iii. Ensure the provision of good connectivity to public transport links in the surrounding area.
iv. Provision of a travel vouchers offered for each residential unit to the value of £150, which will cover a range of sustainable travel incentive such as contribution towards a new bike and/or accessories, contribution towards a bus season ticket, cycle training, etc. These will be made available for take-up for a period of 12 months following first occupation.
v. The provision of a second and final promotion of the £150 travel vouchers for residents of the development to claim if the trip rate target is missed.

ARUN DISTRICT COUNCIL P/140/16/OUT

Targets, Monitoring and Reporting

4.7 It has been agreed with highway officers that the Travel Plan will have a target of reducing the initial baseline 7am-7pm car trip rate by 10%.

4.8 In order to establish accurate baseline figures an initial travel survey of residents will take place within six months of the first residential occupation and will be arranged by the TPC. The TPC will arrange further surveys at the end of Years 1, 3 and 5. The surveys will include questions related to car ownership as well as car usage together with the wider travel habits of residents.

4.9 The TPC will be responsible for assessing the results of the survey, the effectiveness of the RTP and suggesting changes to the travel plan targets and reporting to officers.

Action Plan

4.10 The Action Plan confirms how the RTP will be implemented, monitored and reviewed and is set out in **Table 4.1** below.

ARUN DISTRICT COUNCIL P/140/16/OUT

Table 4.1 – Action Plan

Mode	Measure	Task	When	By
All	TPC	Appoint a TPC	Prior to first occupation	Management
All	Resources	Ensure that the TPC has the funding and time allocated to undertake duties	Ongoing	Management
All	Noticeboard	Post travel related information on to noticeboards in communal areas	On first occupation	TPC
All	Welcome Pack	Prepare and disseminate Welcome Packs to each household containing information on walking and cycling routes, public transport services, concessionary fares, etc.	On first occupation	TPC
All	National and local campaigns	Promote and encourage residents' participation in events such as Bike Week and other national or local events	Ongoing	TPC
All	Local retailers	Publicise and promote local retailers (e.g. supermarkets) that provide low cost or free home deliveries	On first occupation	TPC
All	Internet provision	Ensure that the site is ready to support internet access, which will enable residents to access media and online retailers without the need to travel	Prior to first occupation	Management Company
Cycle	Cycle parking	Ensure that cycle parking is provided on site	Prior to first occupation	Developer
Cycle	Cycle discount	Negotiate cycle equipment discount with a local cycle retailer	Prior to first occupation	TPC
Cycle	Cycle training	Encourage residents to sign up to subsidised cycle training and cycle maintenance training offered by WSCC and retailers such as Halfords	On first occupation	TPC
Bus	Bus travel vouchers	Negotiate bus travel vouchers with the local service operator (Stagecoach)	Prior to first occupation	TPC
Car	Car sharing	Publicise and promote the journey matching service, West Sussex Car Share	On first occupation	TPC
Car	Taxi/minicab	Publicise and promote local taxi/minicab firms as enabling necessary car access without the burden or car ownership	On first occupation	TPC
All	Baseline and subsequent surveys	Carry out baseline and subsequent surveys as set out in the monitoring schedule	Within six months of first occupation and at the end of year 1, 3 and 5 post occupation	TPC

ARUN DISTRICT COUNCIL P/140/16/OUT

5.0 Summary and Conclusions

5.1 This Residential Travel Plan has been prepared to support the planning application for residential development and creation of a community hub on land at Pagham South.

5.2 The site is located adjacent to a predominately residential area and the topography of Pagham is flat and is conducive to walking and cycling. There is a wide range of services within walking and cycling distance of the application site.

5.3 Because of the extensive provision of the local pedestrian network, this location is considered to be well connected by existing footways to the wider Pagham area and beyond.

5.4 In principle, highway officers have confirmed that they are satisfied that the location of the development would give future residents a realistic choice about how they choose to travel without there being a reliance upon the use of the private car.

5.5 An illustrative masterplan has been prepared and one of the guiding principles has been to ensure that the development has an appropriate level of connectivity between the proposed and the adjacent uses. The internal layout follows the guidance set out in Manual for Streets to ensure a development that encourages walking and cycling. The site is already well served by public transport and the illustrative masterplan shows good links to existing bus stops.

5.6 The application proposals include the safeguarding of land to help link the existing cycle route between Pagham Harbour and Chichester, with Pagham Road via the site.

5.7 The aim of this Residential Travel Plan is to set out a long term strategy to facilitate and encourage modes of travel by means other than the private car. This strategy is based on good travel plan management, a package of travel plan measures, modal shift targets, a monitoring regime and an action plan.

5.8 A Travel Plan Coordinator will be appointed whose role will be to develop and implement the Travel Plan, liaise with planning and highway officers, provide update travel information to residents and monitor the effectiveness of the travel plan measures going forward.

5.9 A Welcome Pack will be provided to each household on first occupation and will contain information on local public transport and best value ticketing, the accessibility of nearby services and facilities and the health benefits of walking and cycling. Further measures proposed prior to occupation include for the following:

i. Ensure that cycle storage is provided for residents at a ratio to meet or exceed the Council's minimum parking ratio.
ii. Ensure the provision of good connectivity to walking and cycling links and permeability through the site to the wider highway network.
iii. Ensure the provision of good connectivity to public transport links in the surrounding area.

ARUN DISTRICT COUNCIL P/140/16/OUT

iv. Provision of a travel vouchers offered for each residential unit upon first occupation, to the value of £150, which will cover a range of sustainable travel incentive such as contribution towards a new bike and/or accessories, contribution towards a bus season ticket, etc.
v. The provision of a second and final promotion of the £150 travel vouchers for residents of the development to claim if the trip rate target is missed.

5.10 The development's sustainable transport credentials will be made aware to residents and other users through general marketing and promotion including on noticeboards within the site. Monitoring will be carried out to ensure that the projected trip rate reductions are met.

Conclusions

5.11 It is concluded that:

i. The application site is already sustainably located.
ii. The proposed development will encourage walking and cycling as well as bus use, giving future residents a realistic choice about how they choose to travel without there being reliance upon the use of the private car.

5.12 It is finally concluded that this Residential Travel Plan will be effective in setting out a long term strategy to facilitate and encourage modes of travel by means other than the private car.

ARUN DISTRICT COUNCIL P/140/16/OUT

Appendix 1

Illustrative Masterplan

ARUN DISTRICT COUNCIL P/140/16/OUT

N

Potential Cycle Route to Honer Lane

Phase 1 West Link

Phase 1 East Link

Fp100

Summer Lane

LAP

LEAP

Cycle Route and Pedestrian Link

Permitted ANOGS

Village Hall

Village Centre

NEAP

Rectory Road

Links to Existing Bus Stops

Care Home

Primary School

Fp101

Cycle Route and Pedestrian Link

Links to Existing Bus Stops

Cycle Route and Pedestrian Link

Scout Hut & Open Space

Allotments

25m 100m

0m

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On behalf of: HANBURY

Produced by:
DAVIESLANDSCAPE
ARCHITECTS
Suite F1, Stroud House, Russell Street, Stroud, Gloucestershire, GU5 3AN
t: 01453 760330 e: info@d-la.co.uk w: www.d-la.co.uk

PROJECT:
Proposed Mixed Use Development at Pagham South

DRAWING TITLE:
Illustrative Block Plan

DATE: February 2017 SCALE: 1:2500@A3

REPORT REFERENCE: DLA.1731.L003.09.Rev B

V:\Server DATA\1731 Pagham Phase 2\Landscape\Drawings\Planning\L003.09\Rev B - Illustrative Block Plan.Rev B.CDR

Appendix 2

Pagham Harbour Cycle Route Plan

ARUN DISTRICT COUNCIL P/140/16/OUT



Chichester District Council

Pagham Harbour Cycle Route

03 Nov 2009

D Garrigan

0 0.15 0.3 0.6 0.9 Miles

Pagham Route

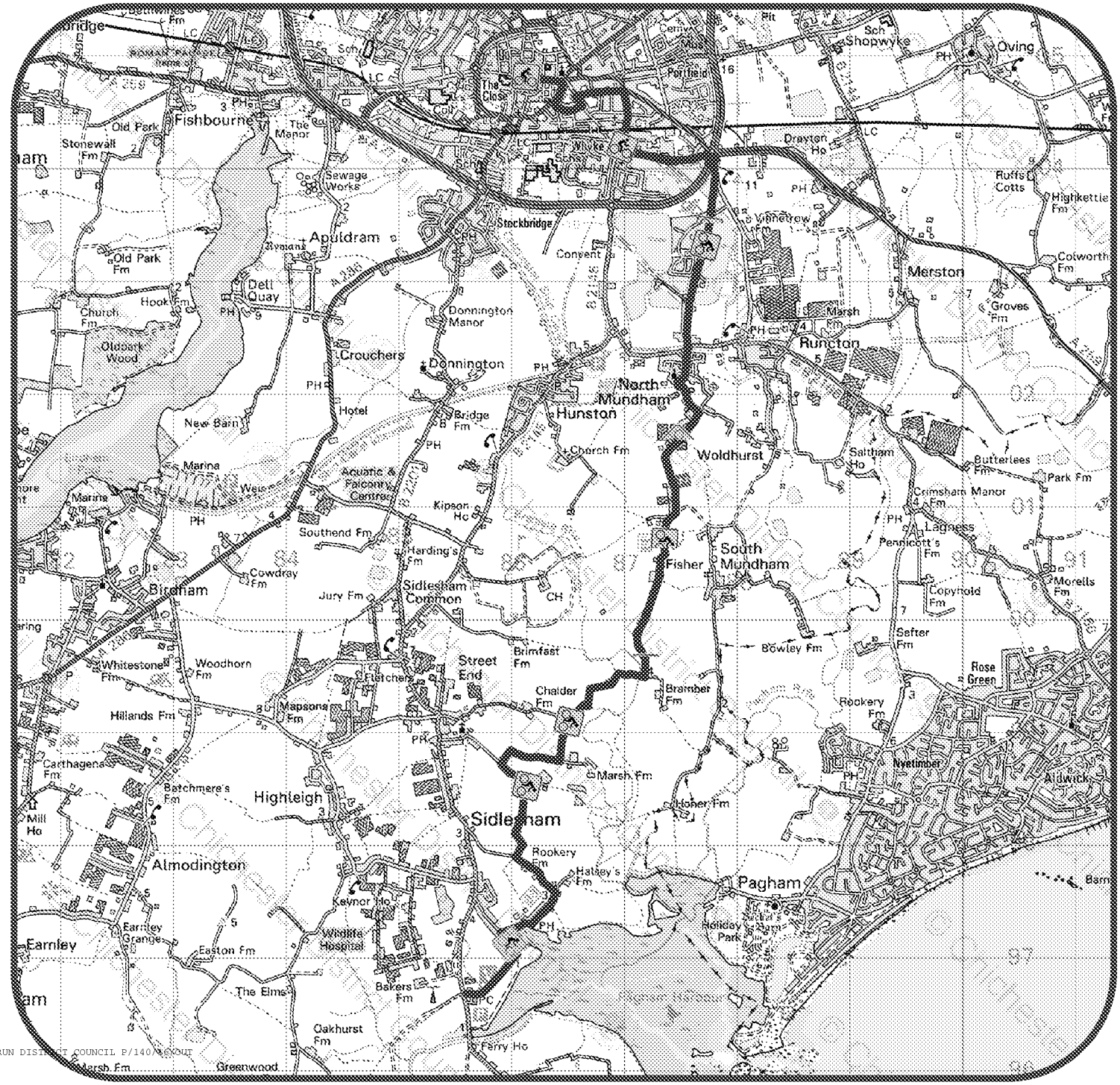
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Appendix 3

Proposed Link to Pagham Harbour Cycle Route

ARUN DISTRICT COUNCIL P/140/16/OUT



LEGEND

- Application Boundary
- Existing PRoW
- Safeguarded Land for a Cycle Link
- Link Provided by Others

Landscape & Visual Assessment

On behalf of:

Hanbury Properties

Produced by:

DAVIESLANDSCAPE ARCHITECTS

Suite F1, Strode House, Russell Street, Totnes, TQ9 5RN
t: 01803 766380 e: admin@davies-la.co.uk w: www.davies-la.co.uk

PROJECT:

Land South of Summer Lane, Pagham

DRAWING TITLE:

Potential cycle link to Honer Lane

DATE: August 2016 SCALE: 1:10,000 @ A4

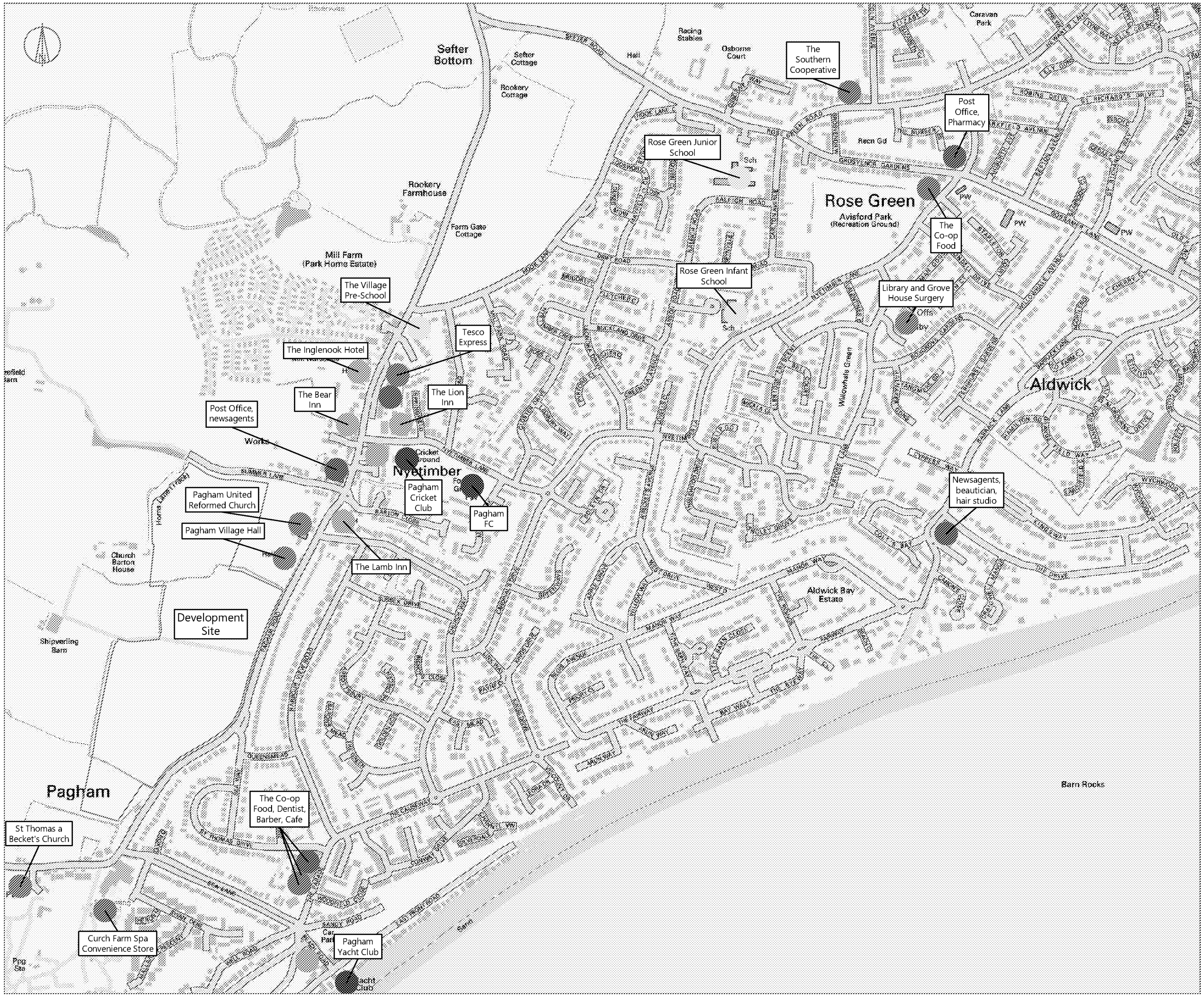
REPORT REFERENCE: DLA.1731.L001.07.Rev A

ARUN DISTRICT COUNCIL P/140/16/OUT

Appendix 4

Plan Showing Local Services and Amenities

ARUN DISTRICT COUNCIL P/140/16/OUT



NOTES
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Site boundary shown as approximate only.

KEY:
- Education
- Community
- Convenience Retail
- Sports Facilities
- Food and Drink
- Local Centre Facilities

ISSUE	REASON FOR REVISION	DATE

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	07	NOT TO SCALE

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Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
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TITLE:

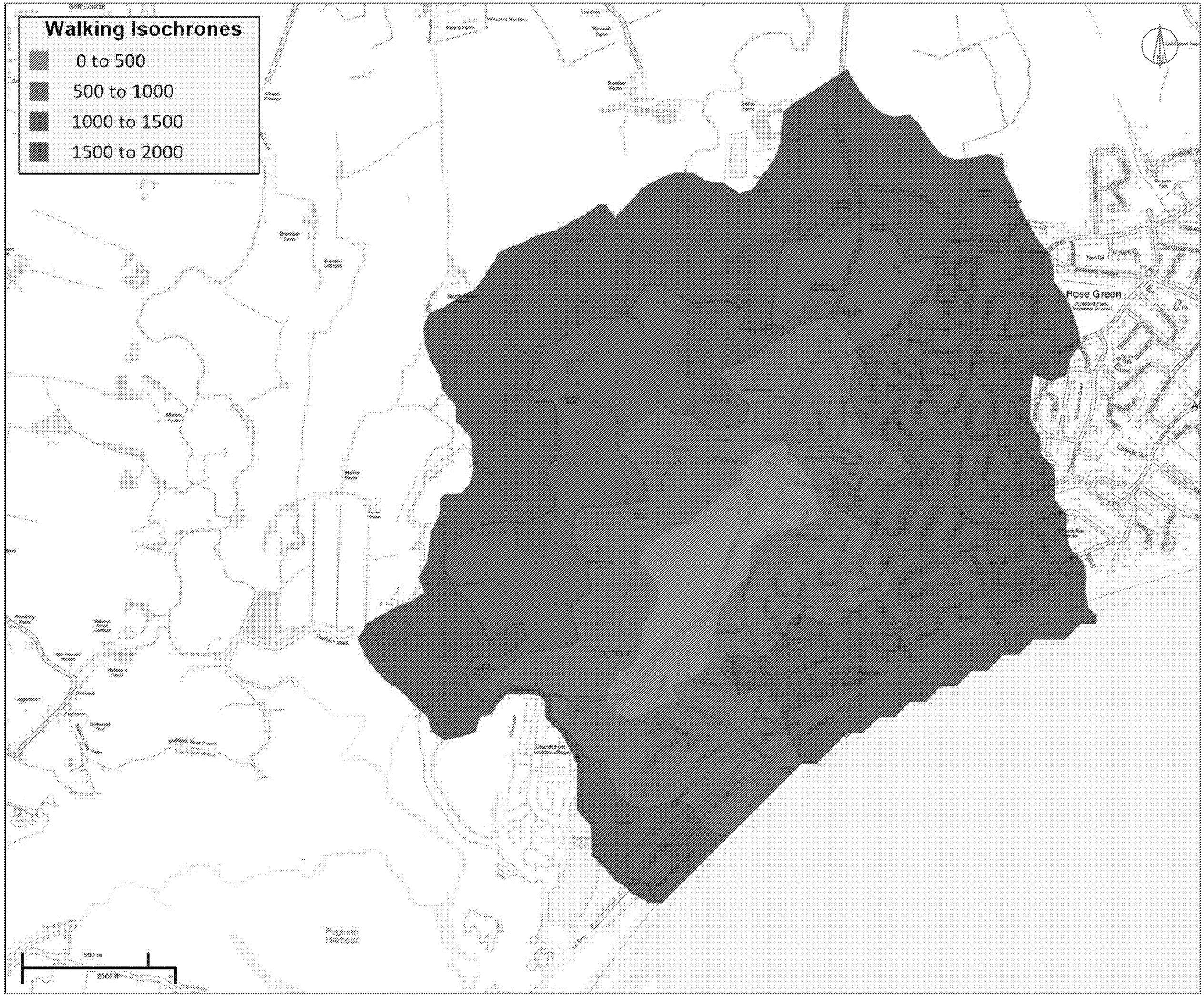
LOCAL SERVICES AND AMENITIES

DATE:	DRAWN BY:	CHECKED:
04/08/16	FB	DT

Appendix 5

Walking Isochrone Mapping

ARUN DISTRICT COUNCIL P/140/16/OUT



NOTES:
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ISSUE	REASON FOR REVISION	DATE

PROJECT:
PAGHAM SOUTH, PAGHAM

CLIENT:
HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	08	SCALE SHOWN

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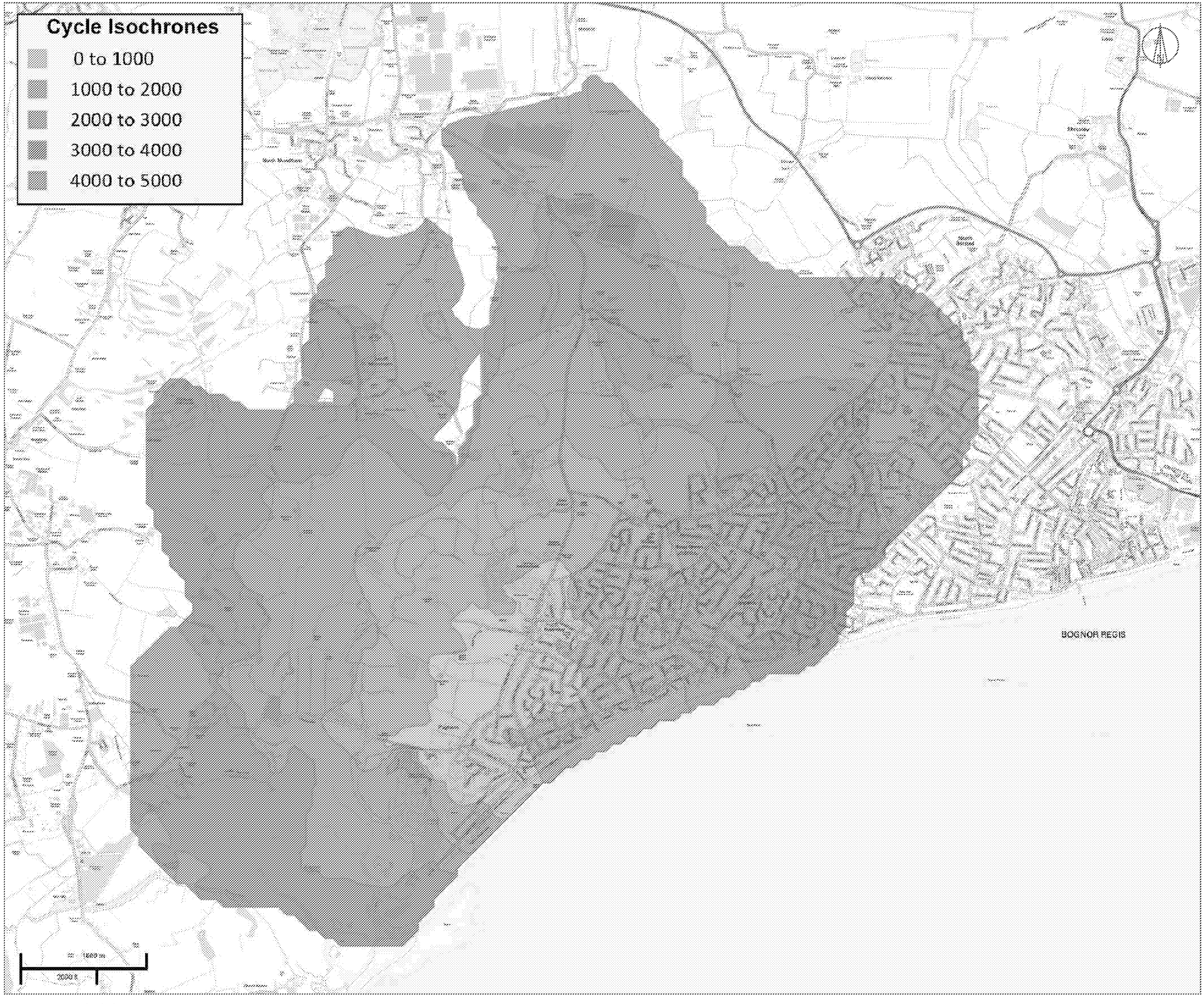
TITLE:
WALKING ISOCHRONES

DATE:	DRAWN BY:	CHECKED:
05/12/16	FB	DT

Appendix 6

Cycling Isochrone Mapping

ARUN DISTRICT COUNCIL P/140/16/OUT



NOTES:
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ISSUE	REASON FOR REVISION	DATE

PROJECT:

PAGHAM SOUTH,
PAGHAM

CLIENT:

HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	09	SCALE SHOWN

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TITLE:

CYCLING ISOCHRONES

DATE:	DRAWN BY:	CHECKED:
05/12/16	FB	DT

Appendix 7

Bus Route 600 Timetable and Route Map

ARUN DISTRICT COUNCIL P/140/16/OUT

welcome

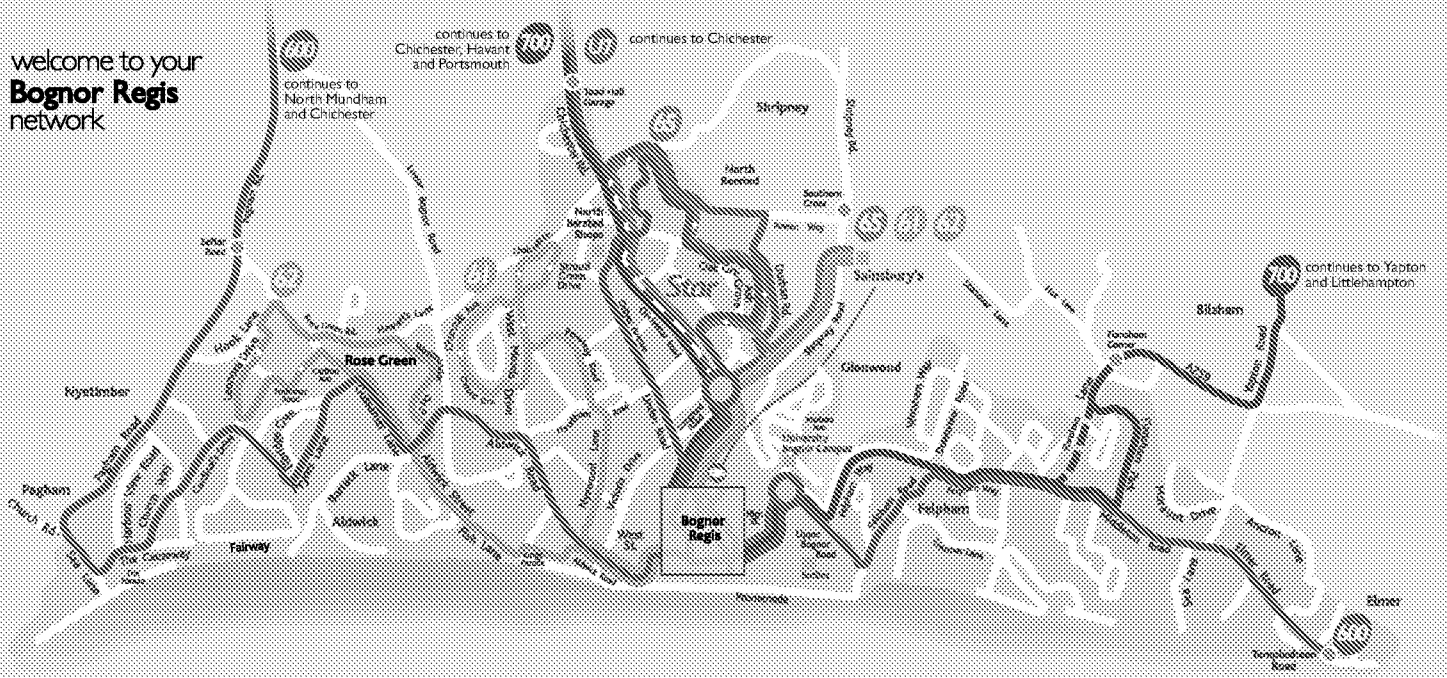
to your guide to Stagecoach buses in and around Bognor Regis. Whether you're going to work, college or the shops, we think you'll find them easy and convenient. Smart, comfortable buses run up to ***every 10 minutes*** during the day (and up to ***every 30 minutes*** on Sundays). They are easy to get on and off and have a step-free entrance, perfect for buggies too.



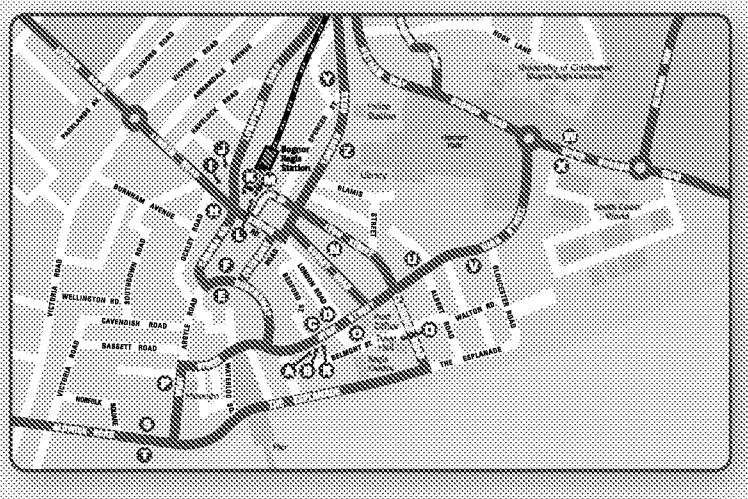
what's new?

We have made a few changes to the way buses run in and around Bognor Regis. ***The Star*** will now run up to ***every 15 minutes*** between North Bersted and Bognor Regis High Street. A brand new route, the ***600***, will run up to ***every 20 minutes*** and offer convenient through links across Bognor Regis. It will replace ***The Star*** in Elmer, Middleton and Felpham. The ***600*** also replaces previous route ***60*** between Bognor Regis, Pagham and Chichester. Finally, a minor change to route ***62*** will see buses running one way along Westminster Drive and Hewarts Lane to the Rose Green loop, before returning to Bognor Regis Town Centre via Gossamer Lane.

There are also minor changes to the ***700 Coastliner*** timetable. A summary of all buses between Flansham Park and Chichester is included in this guide. For full details pick up a separate leaflet or see our website **www.stagecoachbus.com**.



where to catch your bus in **Bognor Regis** town centre



ROUTE	TOWARDS	TOWN CENTRE STOPS
Star	North & South Bersted	A E H J O
62	Bognor Regis Campus	D F K U
	Chichester Campus and Tesco	A E J O S W
63	Aldwick, Stroud Green, West Meads	B K N O T
	Sainsbury's	C J N P S
63	Aldwick, Rose Green	B K N O T
	Sainsbury's	C J N P S
600	Felpham, Elmer	D F S U W
	Aldwick, Pagham, Chichester	B T O X O Sunday only
700	Littlehampton, Worthing, Shoreham, Brighton	C F K U W
	Chichester, Havant, Portsmouth	B J O R V X

ARUN DISTRICT COUNCIL P/140/16/OUT

600 buses to Chichester

Mondays to Fridays except public holidays

Elmer Temple Sheen Road				0656	0711		0731	0751	0811	0836	0901						1701	1721	1741	1801	1901	2001	2101
Middleton Sea Lane				0659	0714		0734	0754	0814	0839	0904						1704	1724	1744	1804	1904	2004	2104
Felpham The Southdowns				0702	0717		0737	0759	0819	0844	0907						1707	1727	1747	1807	1907	2007	2107
Felpham Post Office				0706	0721		0741	0805	0825	0850	0911						1711	1731	1751	1811	1911	2011	2111
Bognor Regis Bus St	0605	0630	0655	0715	0730	0740	0750	0815	0835	0900	0920	then					1720	1740	1800	1820	1920	2020	2120
Aldwick Road Post Office	0608	0633	0658	0718	0733	0743	0753	0818	0838	0903	0923	every					1723	1743	1803	1823	1923	2023	2123
Rose Green St Anthony's Church	0615	0640	0705	0725	0740	0750	0800	0825	0845	0909	0929	**20**					1729	1749	1809	1829	1928	2028	2128
Willowhale Library	0617	0642	0707	0727	0742	0752	0802	0827	0847	0911	0931	mins					1731	1751	1811	1831	1930	2030	2130
Pagham Shopping Parade	0622	0650	0715	0735	0750	0800	0810	0833	0853	0916	0936	at					1736	1756	1816	1836	1935	2035	2135
Nyetimber Bear Inn	0626	0655	0720	0740	0755	0805	0815	0838	0858	0920	0940						1740	1800	1820	1840	1938	2038	2138
North Mundham School	0633	0706	0727	0747	0802	0812	0822	0845	0905	0927	0947						1747	1807	1827	1847	1945	2045	2145
Chichester Bus Station	0646	0721	0740	0800	0820	0830	0840	0900	0920	0940	1000						1800	1820	1840	1900	1953	2053	2153
Chichester Cathedral	0653	0729b	0747	0807	0827	0837	0847	0907	0927	0947	1007		07	27	47	until	1807	1827	1847		1958	2058	

this bus runs on school days only

b = *on school days, this bus continues to Bishop Luffa School via South Street, arriving at 0734*

Saturdays

Elmer Temple Sheen Road				0741	0801		21	41	01								1741	1801	1901	2001	2101			
Middleton Sea Lane				0744	0804		24	44	04								1744	1804	1904	2004	2104			
Felpham The Southdowns				0747	0807		27	47	07								1747	1807	1907	2007	2107			
Felpham Post Office				0751	0811		31	51	11								1751	1811	1911	2011	2111			
Bognor Regis Bus St	0700	0720	0740	0800	0820	then	40	00	20								1800	1820	1920	2020	2120			
Aldwick Road Post Office	0703	0723	0743	0803	0823	every	43	03	23								1803	1823	1923	2023	2123			
Rose Green St Anthony's Church	0709	0729	0749	0809	0829	**20**	49	09	29								1809	1829	1928	2028	2128			
Willowhale Library	0711	0731	0751	0811	0831	mins	51	11	31								1811	1831	1930	2030	2130			
Pagham Shopping Parade	0716	0736	0756	0816	0836	at	56	16	36								1816	1836	1935	2035	2135			
Nyetimber Bear Inn	0720	0740	0800	0820	0840		00	20	40								1820	1840	1938	2038	2138			
North Mundham School	0727	0747	0807	0827	0847		07	27	47								1827	1847	1945	2045	2145			
Chichester Bus Station	0740	0800	0820	0840	0900		20	40	00								1840	1900	1953	2053	2153			
Chichester Cathedral	0747	0807	0827	0847	0907		27	47	07								1847		1958	2058				

Sundays

Elmer Temple Sheen Road																								
Middleton Sea Lane																								
Felpham The Southdowns																								
Felpham Post Office																								
Bognor Regis Bus St	0900	1000					00										1700	1800						
Aldwick Road Post Office	0903	1003					03										1703	1803						
Rose Green St Anthony's Church	0909	1009					09										1709	1809						
Willowhale Library	0911	1011				then	11										1711	1811						
Pagham Shopping Parade	0916	1016				every	16									until	1716	1816						
Nyetimber Bear Inn	0920	1020				**20**	20										1720	1820						
North Mundham School	0927	1027				mins	27										1727	1827						
Chichester Bus Station	0940	1040				at	40										1740	1840						
Chichester Cathedral	0947	1047					47										1747							

600 buses to Bognor Regis & Elmer

Mondays to Fridays except public holidays

Chichester Cathedral				0700		0750	0810	0830	0850	0910	0930	0950												
Chichester Bus Station Stand 4	0610	0630	0650	0708	0733	0758	0818	0838	0858	0918	0938	0958												
North Mundham School	0620	0640	0700	0720	0744	0809	0829	0849	0909	0929	0949	1009												
Nyetimber Bear Inn	0627	0647	0707	0727	0752	0817	0837	0857	0917	0937	0957	1017												
Pagham Shopping Parade	0632	0652	0712	0732	0757	0822	0842	0902	0922	0942	1002	1022												
Willowhale Library	0637	0657	0717	0737	0802	0827	0847	0907	0927	0947	1007	1027	then											
Rose Green St Anthony's Church	0639	0659	0719	0739	0804	0829	0849	0909	0929	0949	1009	1029	every											
Aldwick Road Post Office	0645	0705	0725	0745	0810	0835	0855	0915	0935	0955	1015	1035	**20**											
Bognor Regis Bus St	0651	0711	0731	0751	0816	0841	0901	0921	0941	1001	1021	1041	mins											
Felpham Post Office	0655	0715	0735	0755	0820	0845	0905	0925	0945	1005	1025	1045	at											
Felpham The Southdowns	0700	0720	0740	0800	0825	0850	0910	0930	0950	1010	1030	1050												
Middleton Sea Lane	0703	0723	0743	0803	0828	0853	0913	0933	0953	1013	1033	1053												
Elmer Temple Sheen Road	0706	0726	0746	0806	0831	0856	0916	0936	0956	1016	1036	1056												

Chichester Cathedral													10	30	50									
Chichester Bus Station Stand 4													18	38	58									
North Mundham School													29	49	09									
Nyetimber Bear Inn													37	57	17									
Pagham Shopping Parade													42	02	22									
Willowhale Library													47	07	27									
Rose Green St Anthony's Church													49	09	29									
Aldwick Road Post Office													55	15	35									
Bognor Regis Bus St													01	21	41									
Felpham Post Office													05	25	45									
Felpham The Southdowns													10	30	50									
Middleton Sea Lane													13	33	53									
Elmer Temple Sheen Road													16	36	56									

On school days additional buses run as route 660 from Bishop Luffa School (at 1443) and Chichester High School (at 1530) to Bognor Regis High Street.

Saturdays

Chichester Cathedral				0750		10	30	50																
Chichester Bus Station Stand 4	0658	0718	0738	0758		18	38	58																
North Mundham School	0709	0729	0749	0809		29	49	09																
Nyetimber Bear Inn	0717	0737	0757	0817		37	57	17																
Pagham Shopping Parade	0722	0742	0802	0822	then	42	02	22																
Willowhale Library	0727	0747	0807	0827	every	47	07	27																
Rose Green St Anthony's Church	0729	0749	0809	0829	**20**	49	09	29																
Aldwick Road Post Office	0735	0755	0815	0835	mins	55	15	35																
Bognor Regis Bus St	0741	0801	0821	0841	at	01	21	41																
Felpham Post Office	0745	0805	0825	0845		05	25	45																
Felpham The Southdowns	0750	0810	0830	0850		10	30	50																
Middleton Sea Lane	0753	0813	0833	0853		13	33	53																
Elmer Temple Sheen Road	0756	0816	0836	0856		16	36	56																

Sundays

Chichester Cathedral		1002				02																		
Chichester Bus Station Stand 4	0910	1010				10																		
North Mundham School	0921	1021				21																		
Nyetimber Bear Inn	0929	1029				29																		
Pagham Shopping Parade	0934	1034				34																		
Willowhale Library	0939	1039				39																		
Rose Green St Anthony's Church	0941	1041				41																		
Aldwick Road Post Office	0947	1047				47																		
Bognor Regis Bus St	0952	1052				52																		