
Project Title: Land West of Hook Lane, Pagham, near Bognor Regis
Project Reference: JNY8840
Date: 14/05/2019

Application Ref: P/30/19/OUT – WSCC Consultation Response

Introduction

- 1.1 This Technical Note provides a response to the comments provided by West Sussex County Council (WSCC) dated in relation to Application Ref: P/30/19/OUT.
- 1.2 The comments provided by WSCC is included below written in *blue italics* and RPS response is provided in black text.

Consultation Response

Access

- 1.3 *The development is to take vehicular access from Pagham Road and Hook Lane. All accesses are to take the form of simple priority junctions. Two accesses are to be provided on Hook Lane with a further single access onto Pagham Road. This arrangement reflects that submitted initially with P/6/17.*
- 1.4 *Whilst there is no objection to the three accesses, there appears scope to rationalise and remove the more southerly Hook Lane access; this access was removed as part of P/6/17. This access is unlikely to be used by any significant volume of traffic in light of the location of the northerly Hook Lane and Pagham Road accesses. It would be requested for consideration to be given to reducing the number of access points onto Hook Lane.*
- 1.5 The proposal is to provide two points of access, one on Hook Lane, the other on Pagham Road. The reference in the TA for three points of access was an error and should state 2 access which are shown on drawing No.'s JNY8840/09D and JNY8840/12A attached to this Technical Note.
- 1.6 *Notwithstanding the above, the accesses have been designed to the relevant guidance and standards. This would be determined based on the posted speed limit or the recorded 85th percentile wet weather vehicle speeds. For Hook Lane, the posted speed limit is 30 mph. As such, the starting point for the design of these should be Manual for Streets (MfS and MfS 2). Recorded 85th percentile vehicle speeds are much greater than the posted limit (recorded as 41.4mph northbound and 38.5mph southbound) although it's unclear if a wet weather adjustment has been applied to these speeds. Even so, in light of the local context, the LHA are satisfied that MfS remains the appropriate guidance.*

- 1.7 *In checking the stopping sight distances at the two Hook Lane accesses against the recorded speeds, the sightlines appear to exceed those typically required using MfS Stopping Sight Distances. On this basis, the LHA are satisfied that adequate visibility can be achieved onto Hook Lane within land forming part of the adopted highway and/or land under the control of the applicant. The geometry in all other respects appears acceptable and complies with current guidance.*
- 1.8 *As noted above, the access onto Pagham Road takes the form of a priority junction. Given the recorded speeds (50.5mph northbound and 50mph southbound (again it's unclear if these are wet weather speeds)) and function of the road, the Design Manual for Roads and Bridges is considered to be the appropriate highway design guidance.*
- 1.9 *Based on the recorded 85th percentile speeds and the DMRB, SSDs of 152 metres to the south and 149 metres to the north are required. These are demonstrated from an X distance of 4.5 metres. The distances are considered acceptable and can be achieved within land forming part of the adopted highway and/or under the control of the applicant.*
- 1.10 *The vehicle access arrangements have been reviewed by way of a Stage One Road Safety Audit. Whilst appreciated that the Audit was accepted previously, the standards on which RSAs are undertaken has been updated. The Audit should be updated so as to comply with the latest RSA standards.*
- 1.11 The Road Safety Auditor has been contacted with regard to the changes to the RSA standards. They have advised that the changes are 'administrative' changes and that the findings of the audit that was undertaken are unchanged. A copy of their response is appended to this Technical Note.
- 1.12 *As part of the Pagham Road access, the developer is proposing to fund the possible extension of the 30mph speed limit northwards. Such an extension would be determined against the WSCC Speed Limit Policy. This sets out quite clear requirements in terms of frontage development and average vehicle speeds to justify a change to the existing Traffic Regulation Order and extend the 30mph speed limit. Due to the recorded speeds and absence of frontage development (the proposed development will not alter this matter as a landscaped buffer is proposed along the Pagham Road), it is unlikely that an extension would comply with the Policy. As the junction is designed to current vehicle speeds, the extension is not required to make the access (or development for that matter) acceptable. It is recommended that this aspect is not pursued.*
- 1.13 Noted and accepted.
- 1.14 *There are also a number of existing field gate accesses serving the site. These should be permanently closed as part of the development. Whilst there is the possibility for these to be used for construction purposes, such matters would be controlled as part of the construction management plan.*
- 1.15 Noted and agreed.

1.16 *Pedestrian crossing points are shown on the submitted access drawings. In some instances, these do not connect with footway on the opposite side of the carriageway. A condition is therefore recommended requiring details of pedestrian accesses onto Hook Lane to be submitted and approved.*

1.17 Noted and agreed.

Highway Capacity

1.18 *The previous application included two capacity assessments. The first that accounted for the impact of the development and a second cumulative assessment that included P/140/16 (land south of Summer Lane) and P/134/16 (Land North of Sefton Road). A separate cumulative assessment was requested accounting for all three developments.*

1.19 *A further application was also submitted for Church Barton Farm (P/25/17). This includes an additional 65 dwellings and lies adjacent to P/140/16. This application, which is understood to have a committee resolution to permit subject to the s106, was not specifically included in the cumulative assessment. The cumulative assessment however factored in the proposed allocation included within the Arun Local Plan for Pagham; a total of 1,200 dwellings. As such, the impact from Church Barton Farm was also effectively considered.*

1.20 *The situation with these sites is now different given that P/140/16 is approved, and P/134/16 and P/25/17 have committee resolutions to permit subject to the s106 being signed. As such these applications are taken as consented. A revised cumulative assessment is therefore unnecessary. The mitigation identified within the previously agreed cumulative assessment is though still appropriate. The mitigation within this was developed to account for all of the Pagham sites.*

Trip Generation

1.21 *In terms of the individual assessment, the application description is noted as including reference to 4,000 square metres of D1 land use. This includes a 2FE primary school. The submitted TA includes a brief comment on these land uses stating that trips associated with the D1 use will be generated by the development (and thus internal) or already on the road network and transferred from other similar uses. It is also understood that the preferred location of the 2FE school required to meet the needs of the proposed Pagham Local Plan Allocation is as part of P/140/16 South of Summer Lane. On this basis, a school site is understood not to be required at Hook Lane.*

1.22 *For the D1 use, it's accepted that a small number of trips may arise from the development itself. The majority are likely to originate outside the site however. At the very least, the expectation would be that the development would result in additional trips through the site access junctions and those in the immediate proximity. The TA should therefore identify a trip rate associated with this use. The need to formally model these trips through nearby junctions would be agreed with the applicant once the actual trip rate has been determined. It is recognised in these respects that the majority of nearby junctions are forecast to work well within theoretical capacity and therefore can accommodate additional trips.*

- 1.23 The Trip rates for the D1 use were included in Appendix G of the TA and were included as part of the Supplementary TA submitted and approved as part of application ref: P/6/17/OUT, these are replicated in the table below and a copy of the TRICS output is appended to this Technical Note.

Table 1: TRICS Care Home Trip Rates

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	0.071	0.045	0.116	0.071	0.115	0.186
Trips (80 bed)	6	4	10	6	9	15

Source: TRICS

- 1.24 *Notwithstanding the consideration of the D1 uses within the TA, 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. The use of TRICS is an accepted means of estimating vehicular traffic arising from new developments. TRICS has been used for a number of developments in the local area, including those under consideration at Summer Lane and Seftor Road.*
- 1.25 *For the residential use, the TRICS assessment assumes a 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.*
- 1.26 Noted and agreed.
- 1.27 *Based on the TRICS assessments, the development is forecast to generate,*

Table 6.3: 300 Dwellings & 80 Bed Care Home Proposal

	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
300 Dwellings	40	101	141	84	50	134
80 Bed Care Home	6	4	9	6	9	15
Total	46	105	150	90	59	149

Future Year Scenarios

- 1.28 *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 (2031) without and with development. The future year assessment includes consented developments (namely 90*

dwelling at land north of Summer Lane (P/58/15) and 40 dwellings at 241 Pagham Road (P/125/14)) that have not yet commenced.

Future Year Traffic Flows

- 1.29 *In order to determine traffic flows for the future year, two techniques have been used. For junctions on the strategic roads/routes, flows have been extracted from the Arun and Chichester area transport models (referred to as SATURN flows). These models having been created to determine the impact of the planned growth within the respective authority's Local Plan. Flows from the strategic models have been used for the Pagham Road/Lower Bognor Road, B2166 Vinnetro Road Roundabout, B2145/B2166 Lagness Roundabout, and junctions onto the A27.*
- 1.30 *The strategic models don't cover all junctions. For all others (referred to as local junctions), an alternate approach is applied. This approach applies a growth rate taken from TEMPRO, which uses data from the DfT's National Trip End Model, to surveyed traffic flows to determine the future year traffic flows.*
- 1.31 *It's accepted that the future year flows derived by both means will account for growth planned within the respective authorities Local Plans. For Chichester, the Local Plan is currently under review. As this is only at the consultation stage, limited weight is afforded to this.*

Development Trip Generation

- 1.32 *Traffic arising from the development has been distributed using Census Journey to Work data. This data is based on existing travel to work habits from residents within Pagham. It is recognised that this data covers trips to work only. Trips for other purposes are though expected to follow this distribution given the route choices available. The use of Census data is an accepted means of distributing trips.*
- 1.33 *There is the matter of the proposed layout influencing which access development traffic may use. No traffic distribution diagram for the development only is included within appendix H of the TA so it is unclear what assumptions have been applied. In principle, traffic is likely to use the most convenient access based on the end destination and in light of the development accesses all working within capacity it is unlikely to matter which access is used. It is possible from the traffic models for the site accesses to determine routing. However, looking at these, the number of trips entering and exiting the development exceeds the total number of trips forecast via TRICS. This isn't necessarily an issue, the distribution AM and PM peak development only distribution diagrams should be provided.*
- 1.34 **Copies of the Development Only Trips are appended to this Technical Note. They are the same as previously approved as part of application Ref: P/6/17/OUT.**

Junctions Assessed

- 1.35 *Taking into account the proposed trip generation and distribution, the following junctions have been formally assessed,*
- *Sefter Road/Pagham Road priority junction*
 - *Hook Lane/Pagham Road priority junction*

- *Hook Lane/Sefter Road priority junction*
 - *Grosvenor Gardens/Rose Green Road/Carlton Avenue staggered priority junctions*
 - *Nyetimber Lane/Grosvenor Road/Rose Green Road traffic signals*
 - *Gossamer Lane/Aldwick Street/Aldwick Road roundabout*
 - *Pagham Road/Nyetimber Lane priority junction*
 - *Pagham Road/Lower Bognor Road priority junction*
 - *B2166 Vinnetrow Road roundabout*
 - *B2145/B2166 Lagness Road roundabout*
 - *A27 Whyke Road roundabout*
 - *A27 Bognor Road roundabout*
 - *Hook Lane development access*
 - *Pagham Road development access.*
- 1.36 *WSCC are not commenting on those junctions onto the A27. These junctions are the responsibility of Highways England.*

Junction Capacity

- 1.37 *From the capacity modelling outputs and notwithstanding the potential need for some of these junctions to be remodelled to account for the D1 use, 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. Three junctions are forecast to operate close to or over capacity with the proposed development. These junctions will be close to or over capacity without the inclusion of the development traffic. The additional impact of the development should be viewed against the base/without development scenario.*
- 1.38 *The priority junction of Pagham Road/Sefter Road is indicated to be operating over theoretical capacity in the future year without the inclusion of the proposed development. Whilst queues and delays will increase with the development, these increases are not considered to be severe. As referred to above, it is recommended that a sensitivity test be undertaken for this junction given route availability for traffic exiting or entering the development.*
- 1.39 The sensitivity test included in the TA revised the impact on the site accesses to ensure that the additional traffic that could divert from the Sefter Road junction can be suitably accommodated at these junctions. To show the potential benefits of the diversion of traffic from the Sefter Road junction, this has been re-modelled and the results are summarised below and the full output is appended to this Technical Report.

Table 2: Sefter Road/ Pagham Road – Sensitivity Test with committed development v Base (No Dev)

	B-AC (Sefter Road to Pagham Road)		C-AB (Right turn from Pagham Road to Sefter Road)	
	RFC	Q	RFC	Q
2031 AM Peak (With Committed No Allocated Development)	1.14	34	0.01	0
2031 PM Peak (With Committed No Allocated Development sites)	0.44	1	0.01	0
2031 AM Peak (With Committed and allocated Developments) Sensitivity Test	0.96	9	0.01	0
2031 PM Peak (With Committed and allocated Developments) Sensitivity Test	0.34	1	0.01	0

- 1.40 The above results show that with the link through the development site, there is a potential to significantly improve the operation of the Sefter Road/ Pagham Road junction.
- 1.41 *Certain arms of the signalised junction of Grosvenor Gardens/Gossamer Lane/ Nyetimber Lane again are indicated to operate over capacity without the inclusion of the development traffic. With the development, the increased queues are anticipated in both the AM and PM peaks. The impact of this development alone is not considered to be severe taking account of the base situation. A scheme of retiming the sequence of the traffic signals has been put forward as part of previous cumulative modelling work. This retiming would improve the operation of the junction, thereby mitigating the impact of all three Pagham developments.*
- 1.42 *The priority junction of Pagham Road/Lower Bognor Road is also indicated to be operating close to (in the AM peak) or over capacity (in the PM peak) in the future year assessment without the proposed development. With the development, the operation of the junction deteriorates further with significant queues and delays.*
- 1.43 *In this situation, it is acknowledged that the model becomes increasingly unstable as capacity is exceeded. There is also an acknowledgement that it is more than likely that non-development traffic is transferring to use Lower Bognor Road given traffic conditions on other routes, notably the A259. Given also land constraints, there is also an inability of the Hook Lane development to put forward and deliver an appropriate mitigation scheme that would fully resolve the impact of the development.*
- 1.44 *Through the cumulative assessment work prepared for the three Pagham sites, a scheme of mitigation was agreed. This comprised a contribution (based on a theoretical roundabout improvement that could only be implemented with 3rd party land) towards either a scheme of improvements to the Pagham Road/Lower Bognor Road junction or towards another suitable scheme that may also improve the operation of this junction (i.e. works along the A259 corridor between Chichester and Bognor). This approach would remain applicable for the current application. The agreed contribution (as set out within the agreed statement dated 3rd April 2018) remains at £158.224.*

- 1.45 *It should also be noted that from the cumulative transport assessment, three junction improvements were identified as necessary. Each of the three developments was to undertake one of the improvement schemes. The requirement on Hook Lane was B2166/Vinnetrow Road roundabout. Details of the required improvement do not appear to be submitted in the current application. Details of the required improvement are shown on drawing number 1616/14. This drawing should be submitted in support of the current application with the requirement to undertake the works thereafter included as an obligation in the s106 agreement.*

Traffic Capacity Summary

- 1.46 *The principles of the traffic modelling have been established through P/6/17. For the purposes of the current application, various elements still require consideration. This includes,*
- *Consideration of trips from the proposed D1 use routing through the site access and other local junctions*
 - *The provision of trip distribution diagrams showing the development only trips (this should account for trips from D1 uses too)*
 - *Details of traffic routing in light of the three proposed development accesses.*
- 1.47 *The proposal is to provide two points of access as stated earlier in this Technical Note. All of the above have been addressed in this Technical Note.*

Accessibility by Sustainable Modes

- 1.48 *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.*
- 1.49 *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.*
- 1.50 *For cycling, there are no specific dedicated facilities available. Even so for trips to the east (towards Bognor Regis), cyclists would use 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 recognised as being high as these may act as a barrier to some user groups.*
- 1.51 *There is a WSCC aspiration to create an off-road cycle route between Pagham and South Mundham. This would make use of public rights of way upgraded to an appropriate standard to accommodate all year round cycling or use existing lightly trafficked roads. Such a route could*

potentially make use of public rights of way no.100 and 106 located a short distance south of the site and accessed via Summer Lane. Although land involved would lie outside the ownership of the applicants of the current planning application, there is still a demand that would be generated by future residents of this development.

- 1.52 *In connection with the above, given that residents from P/140/16, P/134/16, and P/6/17 would all make use of the proposed cycle route, proportionate contributions were to be taken from each of the sites. Given the status of P/140/16 and P/134/16, the previously agreed methodology remains applicable. It is therefore considered appropriate for the development to contribute towards an overall improvement scheme. The previously agreed contribution that remains applicable for the current application is £30,612.*
- 1.53 *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.*
- 1.54 *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.*
- 1.55 *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.*
- 1.56 *Reference is made only to improvements to the existing bus stops at southern end of the development; no reference appears to be made to the possibility of pedestrians using those stops nearer to the Pagham Road/Sefton Road junction. These stops are closer to the development proposed in the northern part of the site.*
- 1.57 *No proposals are made to improve these bus stops as there is limited opportunity to provide a footway in this location that would lead from the site to the bus stops. The distance for residents to the north of the site to the bus stops on Pagham Road to the south is approximately 650m, this is only an 8 minute walk which is not considered unreasonable and is well within the guidelines identified in Manual for Streets and The Institution of Highways and Transportation (IHT) 'Guidelines for Providing Journeys on Foot' (2000) which suggests that of up to 1KM for commuting/Schools would be acceptable. Bus stops on Hook Lane are close to the northern end of the site which although provide a access to a less frequent service are still considered to provide residents with an alternative mode of travel.*
- 1.58 *A framework travel plan is provided within the TA. Changes would be required to the draft targets section. These should be amended to suit the draft WSCC Travel Plan policy would require the development to seek a reduction of 15% to the 12-hour vehicular trip rate as derived via TRICS initially. It is recommended that the developer undertakes informal surveys*

from once a number of dwellings have been occupied. From this, the TRICS derived targets can then be updated.

1.59 Noted & accepted

1.60 *The effectiveness of the travel plan should also be monitored by way of TRICS Standard Assessment Methodology. Monitoring should be undertaken for a period of 5 years from 75% occupation with surveys in the first, third, and fifth year. It is recommended that the travel plan is secured as a condition. The expectation is then that the above amendments will be incorporated.*

1.61 Accepted

1.62 *Paragraph 108 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 110 goes on to advise 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. 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.*

Conclusion

1.63 *WSEC has previously assessed and accepted the highways and transport impacts arising from P/6/17. This scheme reflects the application presently under consideration, and as such the principle remains acceptable. There are however certain aspects though that require further consideration. This includes,*

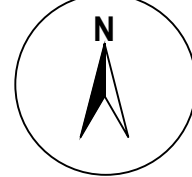
- *Consideration of trips from the proposed D1 use routing through the site access and other local junctions*
- *The provision of trip distribution diagrams showing the development only trips (this should account for trips from D1 uses too)*
- *Details of traffic routing in light of the three proposed development accesses*
- *An agreement that those contributions and works required to mitigate the cumulative impact of the developments are still proposed. This should include the resubmission of any associated plans.*

Appendix A – Access Drawings JNY8840/09D & JNY8840/12A



- NOTES
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D	Footway extended and red line boundary amended	26.03.18	HN	MRA
C	Red Line Boundary Added	24.01.17	MRA	BRP
B	Pedestrian accesses adjusted	06/01/17	MRA	BRP
A	Traffic Calming removed & title amended	12/12/16	MRA	BRP
Rev	Description	Date	Initial	Checked



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Client **Hallam Land Management**

Project **Land West of Hook Lane Pagham**

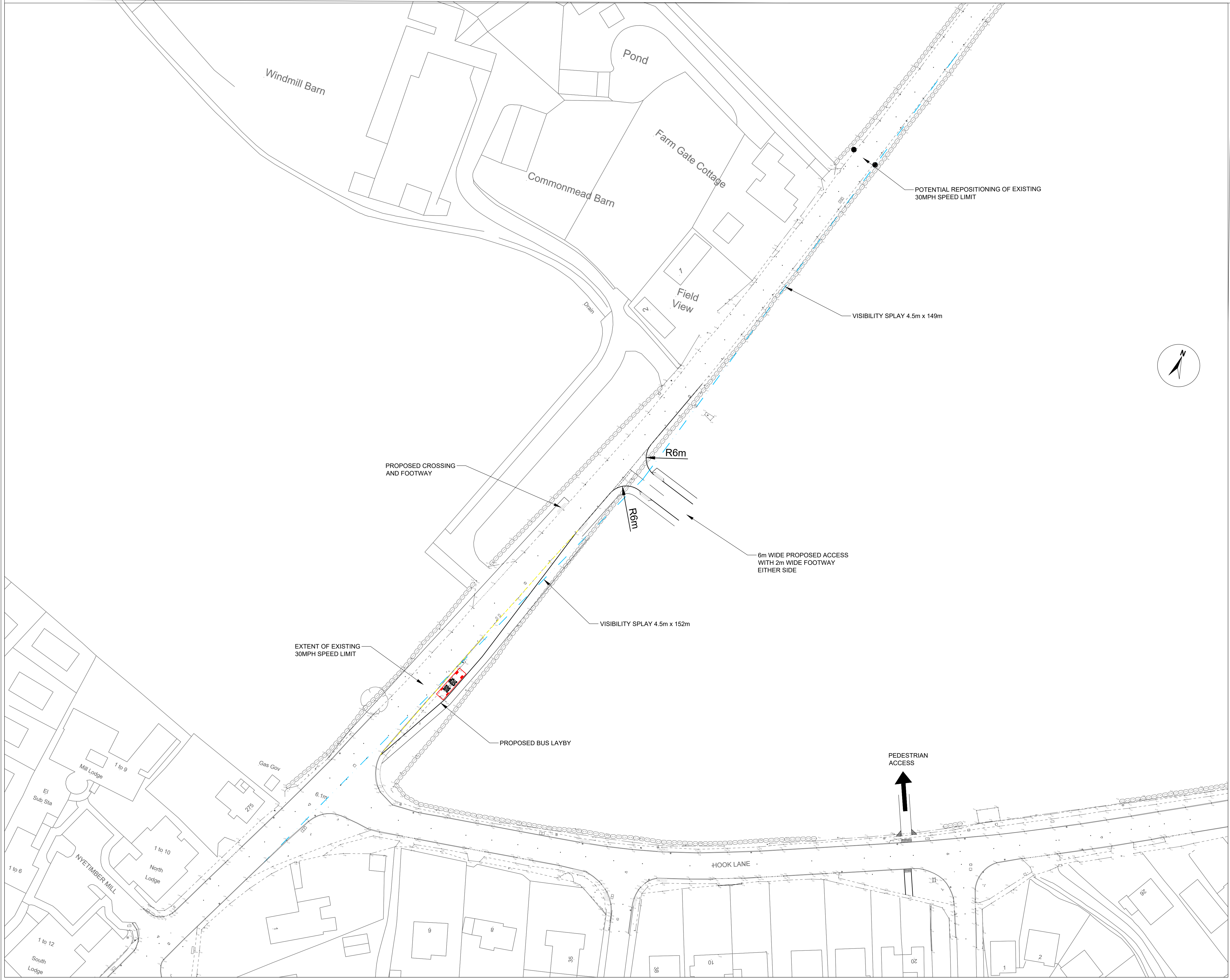
Title **PROPOSED ACCESS ARRANGEMENT ON HOOK LANE (NORTH)**

Status	Drawn By	Checked by
Information	JEY	MRA
Project Number	Scale @ A1	Date Created
JNY8840	1:500	19/05/16

Drawing Number	Rev
JNY8840-09	D

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A	Tactile Paving adjusted & Hook Lane South Access removed	13/03/17	MRA	BRP
Rev	Description	Date	Initial	Checked



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Client **Hallam Land Management**

Project **Land West of Hook Lane Pagham**

Title **PROPOSED ACCESS ARRANGEMENT PAGHAM ROAD WITHOUT RIGHT TURN LANE**

Status Information	Drawn By JEY	Checked by MRA
Project Number JNY8840	Scale @ A1 1:500	Date Created 16/02/17

Drawing Number JNY8840-12	Rev A
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Appendix B – Road Safety Auditors response to changes in RSA Standards

1 INTRODUCTION

1.1 Design Manual for Roads & Bridges - GG 119 Road Safety Audit

The Terms of Reference for the undertaking of Road Safety Audits are as described in the Highway England Design Manual for Roads and Bridges (DMRB) document GG 119 Road Safety Audit. This Standard sets out the procedures that are required to implement Road Safety Audits – defining the relevant schemes and stages in the design and construction process at which audits shall be undertaken.

‘The objective of road safety audit is to identify aspects of engineering interventions that could give rise to road safety problems and to suggest modifications that could improve road safety. It is important to note that road safety audit is not intended to be a technical check of compliance with design requirements.’

This standard, issued in 2018, supersedes the previous DMRB document HD 19/15 Road Safety Audit.

1.2 Applicability of Road Safety Audit

GG 119 states when road safety audit should apply as:

‘Where there are physical changes to the highway impacting on road user behaviour or resulting in a change to the outcome of a collision.....road safety audit (RSA) shall apply, regardless of the procurement method.’

It further states:

‘RSA shall not apply where a physical change to the highway will not impact on road user behaviour, or change the outcome of a collision.....’

2 Land West of Hook Lane, Pagham, West Sussex

2.1 Stage 1 Road Safety Audit - June 2016

The safety aspects of the Proposed Highway Improvements associated with a proposed development off Hook Lane, Pagham, West Sussex were the subject of comment in the June 2016 Stage 1 Road Safety Audit undertaken by Taylor Bowie Ltd.

The Terms of Reference for this RSA were as described in HD 19/15 Road Safety Audit.

3 Road Safety Audit GG 119 Compliance Review

Taylor Bowie Ltd has been instructed to review this RSA with regard to its compliance with GG119. In order to check whether the audit is still compliant a number of comparisons have been made between the two standards.

	GG 119	Land West of Hook Lane, Pagham, West Sussex (HD 19/15)
RSA Team Structure	(3.1) At all RSA stages the RSA team shall be comprised of the RSA team leader and at least one RSA team member. (3.3) The RSA team shall be independent from the highway scheme conception, design, construction and operation.	The audit team for this RSA consisted of an Audit Team leader and an Audit Team member. Both member of the RSA team have been independent from all stages of the highway scheme development.
Stage Completion	RSA is applied to a highway scheme at the following stage: • Stage 1 - Completion of preliminary design • Stage 2 - Completion of detailed design • Stage 3 - Completion of construction • Stage 4 - Post opening monitoring	A Stage 1 RSA on the proposed access arrangements was undertaken.
RSA Site Visit	(5.40) Site visits shall be carried out by all members of the RSA team together. (Table 5.42) determines site visit requirements for each RSA stage - Stage 1 RSA - Daytime visit required.	Both audit team members examined the site together in daylight hours on the afternoon of Tuesday 14th June 2016.
RSA Checklists	Annex B Tables B1-B5 of this document gives advice on the general aspects of road safety that should be addressed at the first three stages of Road Safety Audit: • Local Alignment • General • Junctions • Walking, Cycling and Horse Riding • Traffic Signs, Carriageway Markings and Lighting	Annexes A to C of this document give advice on the general aspects of road safety that should be addressed at the first three stages of Road Safety Audit. Annex A of this document outlines the 'Stage 1 Checklists – Completion of Preliminary Design'. • General • Local Alignment • Junctions • Non-Motorised User Provision • Road Signs, Carriageway Markings & Street Lighting

RSA Timescale	(4.21) Where the Overseeing Organisation deems a repeat RSA to be necessary, the repeated RSA shall only be concerned with the elements of the scheme that have changed. (4.22) Stage 1 and stage 2 RSAs shall be repeated if the previous RSA for the relevant stage is more than 5 years old.	This RSA was finalised in June 2016. No changes have been made to the highway proposals since the RSA was undertaken.
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4 CONCLUSION

Whilst some minor terminology changes have been made to GG 119 from the previous HD 19/15, the key elements of the RSA process, content and audit team remained unchanged. The conclusion of this review is therefore, that the audit is still compliant.

Name	Sarah Bowie - IEng, MICE, FIHE, MCIHT, MSoRSA, HE RSA Cert Comp
Signed	
Position	Director
Organisation	Taylor Bowie Ltd
Date	8 th May 2019

Appendix C – TRICS output – D1 Use

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
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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 undertaken 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
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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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	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.

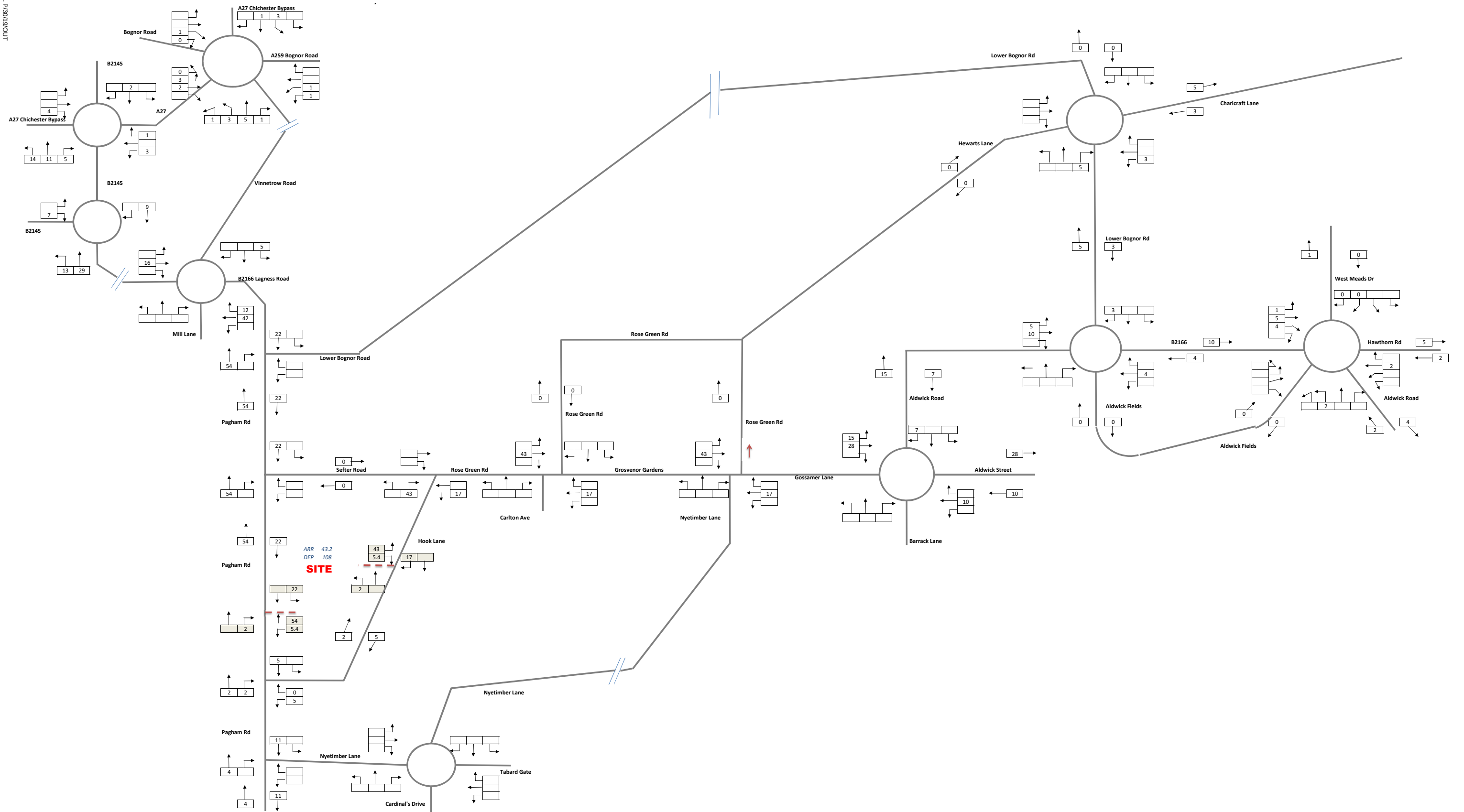
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

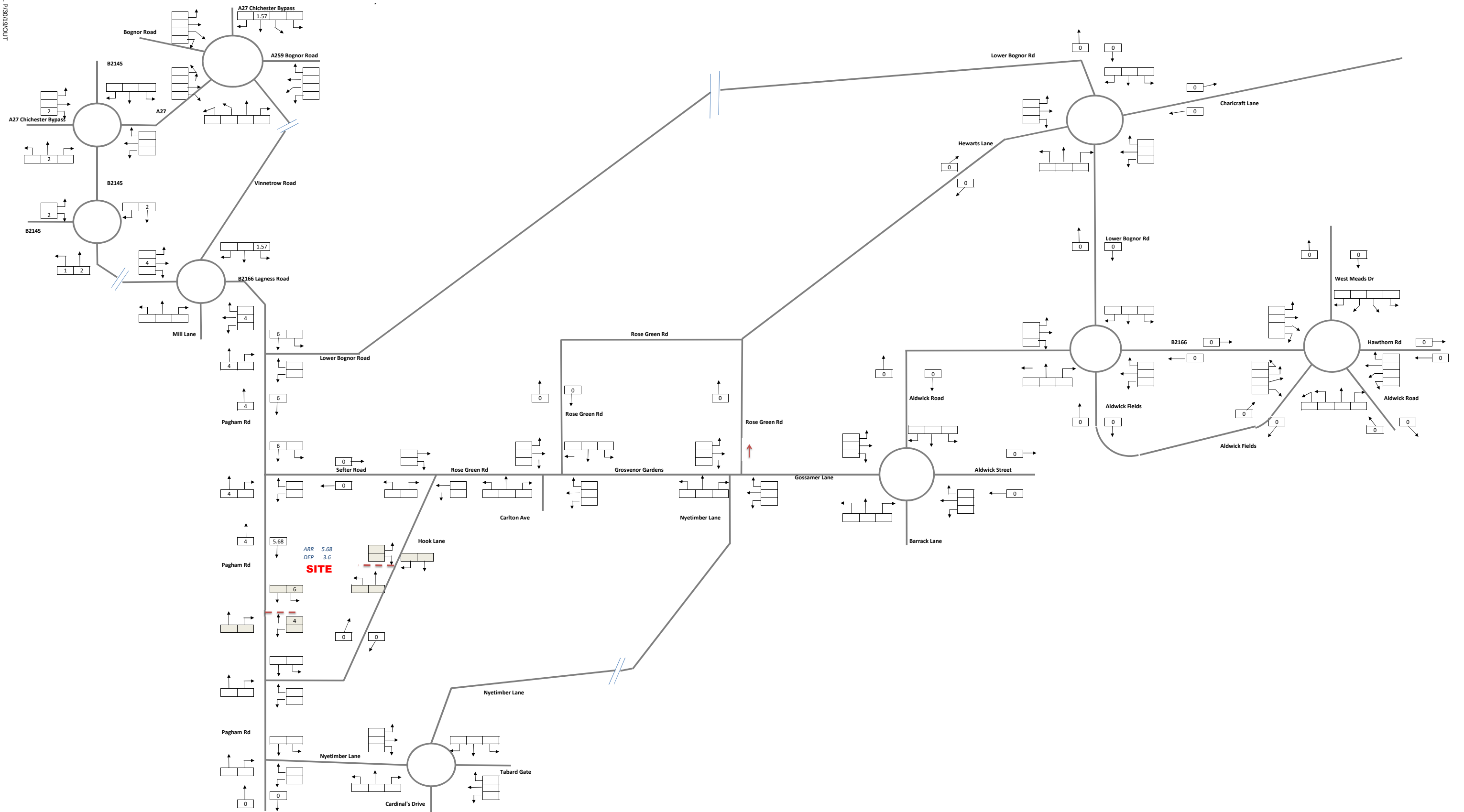
Parameter summary

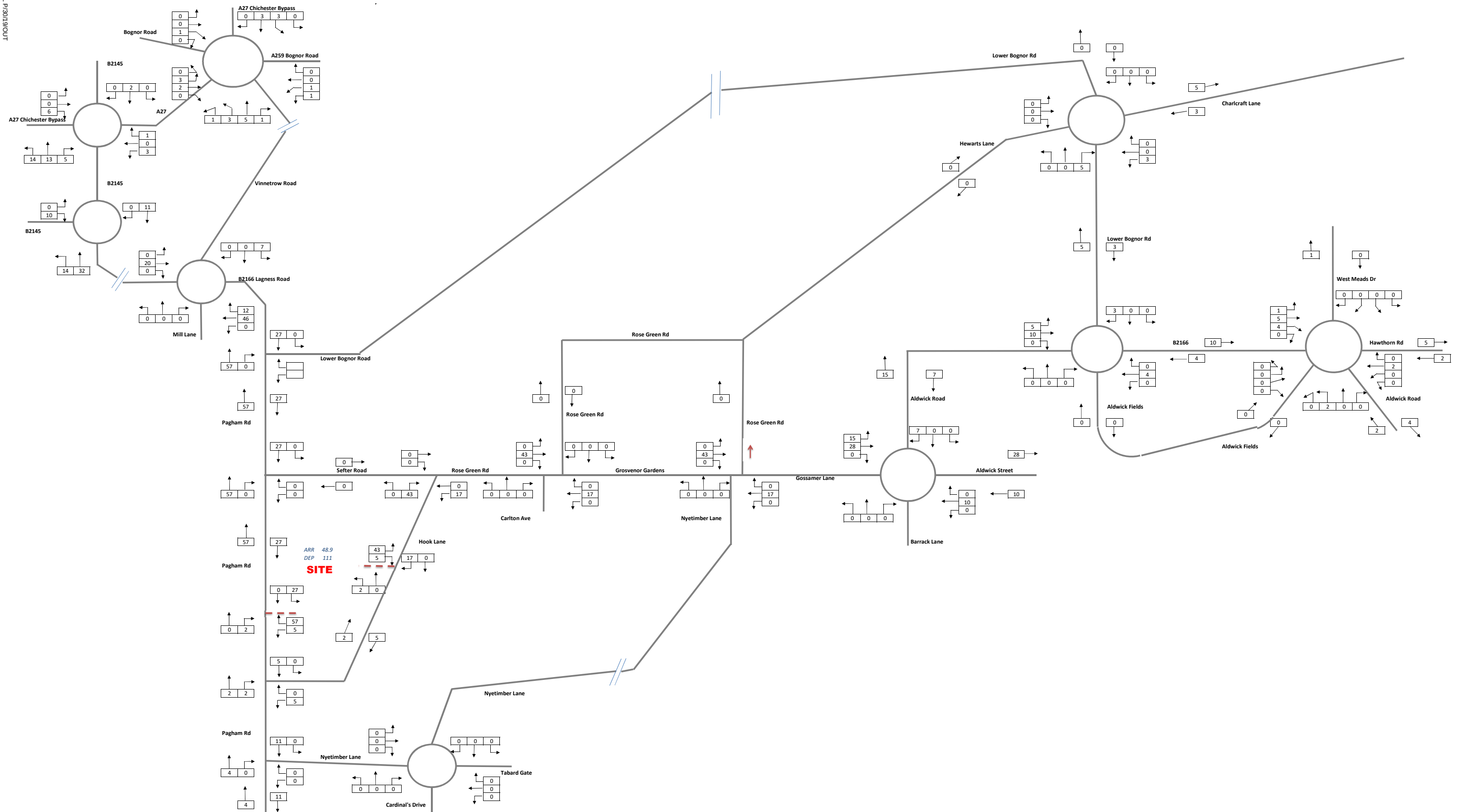
Trip rate parameter range selected: 43 - 58 (units:)
 Survey date range: 01/01/08 - 16/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

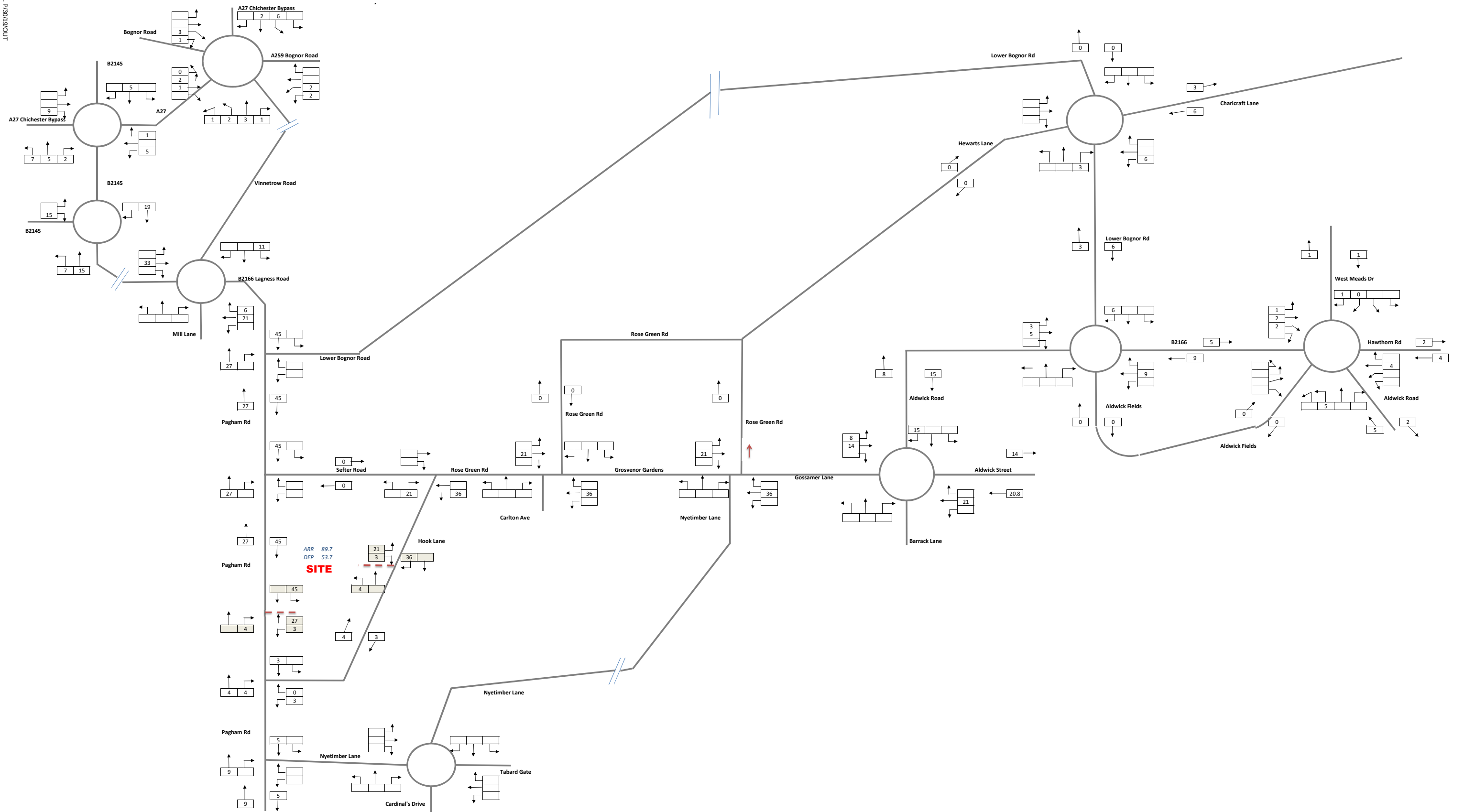
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

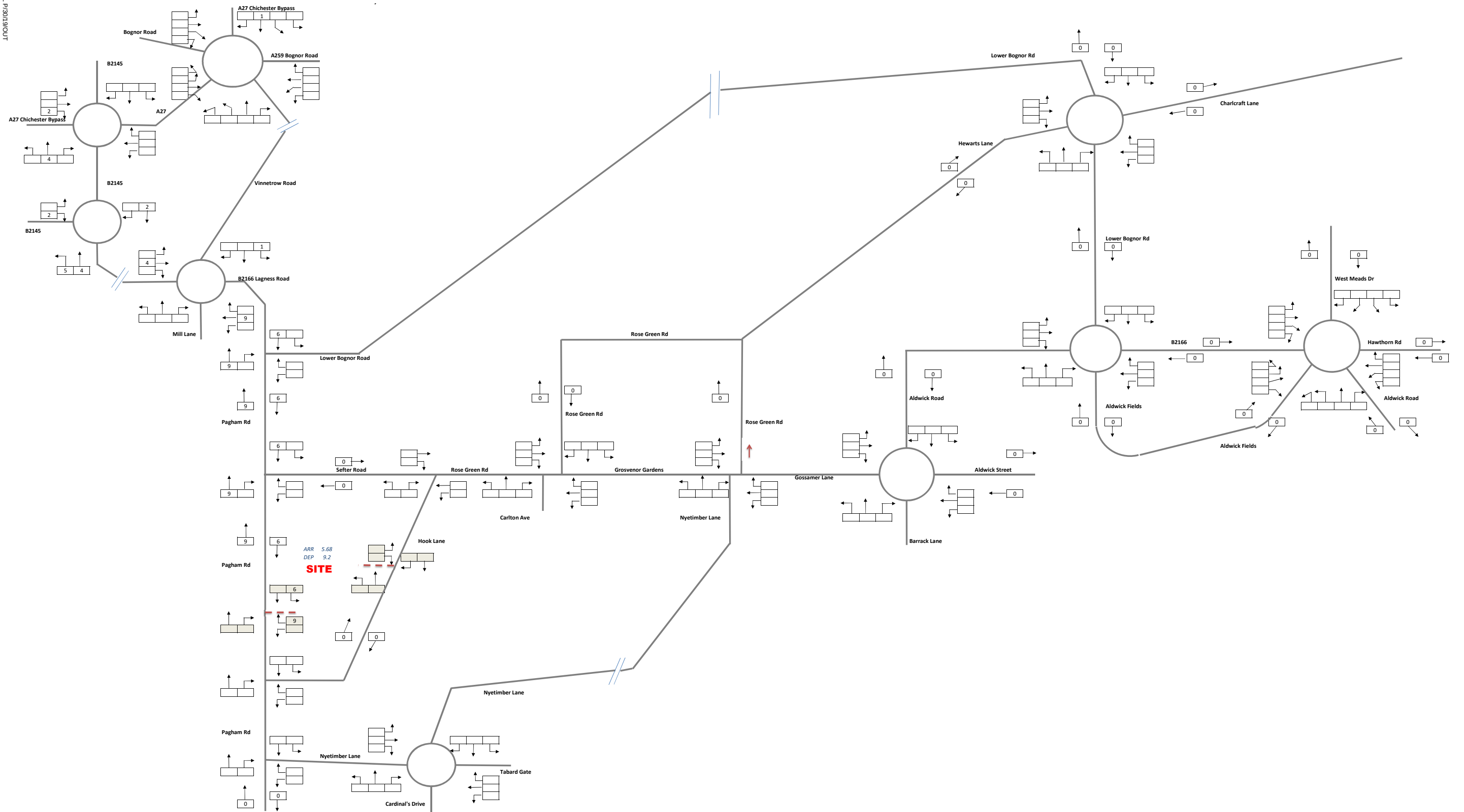
Appendix D – Development only traffic flows

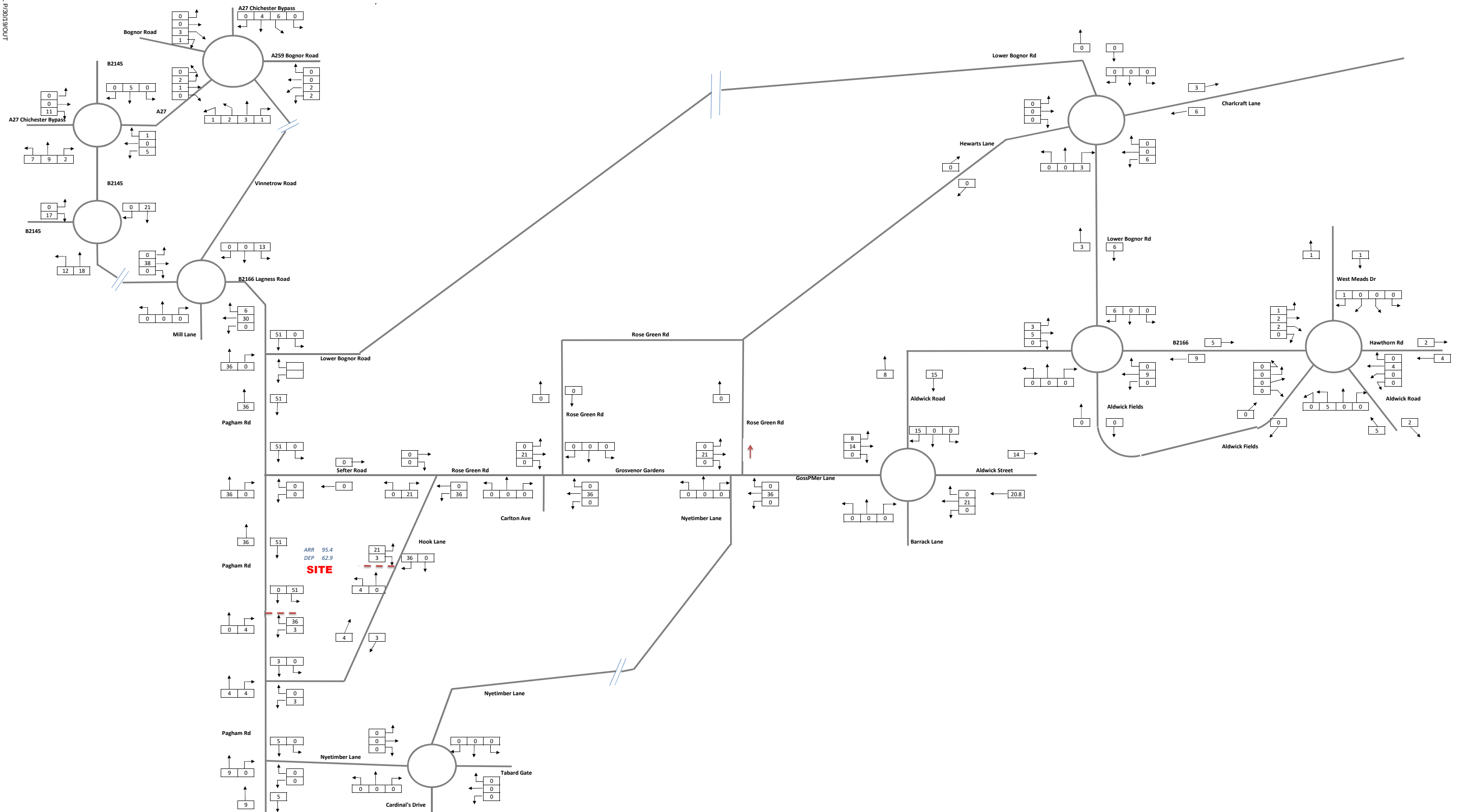












Appendix E – Sefter Road/ Pagham Road – Sensitivity Assessment output

Junctions 9													
PICADY 9 - Priority Intersection Module													
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017													
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk													
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution													

Filename: AM_PM_Pagham Road-Sefter Road.j9

Path: \\eur-mpfs-02\tr_projects\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic Flows\2031 Base and Committed and ALL Development (SENSITIVITY)

Report generation date: 11/07/2017 11:44:17

»2031 Base + Committed + ALL Development, AM

»2031 Base + Committed + ALL Development, 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
2031 Base + Committed + ALL Development														
Stream B-AC	9.2	112.39	0.96	F	24.24	C	-18 % [Stream B-AC]	0.5	17.90	0.34	C	1.41	A	32 % [Stream B-AC]
Stream C-AB	0.0	3.48	0.01	A				0.0	5.40	0.01	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	Pagham Road/Sefter Road
Location	
Site number	
Date	15/06/2016
Version	
Status	Existing Layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base + Committed + ALL Development	AM	ONE HOUR	07:15	08:45	15	✓
D8	2031 Base + Committed + ALL Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2031 Base + Committed + ALL Development, 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	T-Junction	Two-way	24.24	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-18	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road N		Major
B	Sefter Road		Minor
C	Pagham Road S		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 - Pagham Road S	6.00			250.0	✓	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 - Sefter Road	One lane	3.20	10	36

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	508	0.093	0.234	0.147	0.334
1	B-C	660	0.101	0.256	-	-
1	C-B	719	0.278	0.278	-	-

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)	Run automatically
D7	2031 Base + Committed + ALL Development	AM	ONE HOUR	07:15	08:45	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 - Pagham Road N		ONE HOUR	✓	218	100.000
B - Sefter Road		ONE HOUR	✓	285	100.000
C - Pagham Road S		ONE HOUR	✓	802	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	95	123
	B - Sefter Road	283	0	2
	C - Pagham Road S	798	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	0	10
	B - Sefter Road	1	0	0
	C - Pagham Road S	2	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-AC	0.96	112.39	9.2	F	262	392
C-AB	0.01	3.48	0.0	A	11	17
C-A					725	1087
A-B					87	131
A-C					113	169

Main Results for each time segment

07:15 - 07:30

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-AC	215	54	384	0.559	210	0.0	1.2	20.157	C
C-AB	7	2	1043	0.007	7	0.0	0.0	3.474	A
C-A	597	149			597				
A-B	72	18			72				
A-C	93	23			93				

07:30 - 07:45

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-AC	256	64	361	0.711	252	1.2	2.2	32.029	D
C-AB	10	3	1110	0.009	10	0.0	0.0	3.271	A
C-A	711	178			711				
A-B	85	21			85				
A-C	111	28			111				

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-AC	314	78	328	0.956	294	2.2	7.1	78.337	F
C-AB	16	4	1204	0.014	16	0.0	0.0	3.028	A
C-A	867	217			867				
A-B	105	26			105				
A-C	135	34			135				

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-AC	314	78	328	0.956	305	7.1	9.2	112.387	F
C-AB	16	4	1204	0.014	16	0.0	0.0	3.032	A
C-A	867	217			867				
A-B	105	26			105				
A-C	135	34			135				

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-AC	256	64	361	0.711	282	9.2	2.8	54.480	F
C-AB	10	3	1110	0.009	10	0.0	0.0	3.276	A
C-A	711	178			711				
A-B	85	21			85				
A-C	111	28			111				

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-AC	215	54	384	0.559	220	2.8	1.3	22.721	C
C-AB	7	2	1043	0.007	7	0.0	0.0	3.480	A
C-A	597	149			597				
A-B	72	18			72				
A-C	93	23			93				

2031 Base + Committed + ALL Development, 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	T-Junction	Two-way	1.41	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	32	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)	Run automatically
D8	2031 Base + Committed + ALL Development	PM	ONE HOUR	17:00	18:30	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 - Pagham Road N		ONE HOUR	✓	841	100.000
B - Sefter Road		ONE HOUR	✓	94	100.000
C - Pagham Road S		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	364	477
	B - Sefter Road	87	0	7
	C - Pagham Road S	269	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	0	2
	B - Sefter Road	1	0	0
	C - Pagham Road S	5	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-AC	0.34	17.90	0.5	C	86	129
C-AB	0.01	5.40	0.0	A	6	9
C-A					245	367
A-B					334	501
A-C					438	657

Main Results for each time segment

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-AC	71	18	370	0.191	70	0.0	0.2	11.938	B
C-AB	4	1	679	0.006	4	0.0	0.0	5.334	A
C-A	201	50			201				
A-B	274	69			274				
A-C	359	90			359				

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-AC	85	21	343	0.247	84	0.2	0.3	13.898	B
C-AB	6	1	676	0.008	6	0.0	0.0	5.360	A
C-A	240	60			240				
A-B	327	82			327				
A-C	429	107			429				

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-AC	103	26	304	0.340	103	0.3	0.5	17.781	C
C-AB	8	2	675	0.012	8	0.0	0.0	5.386	A
C-A	293	73			293				
A-B	401	100			401				
A-C	525	131			525				

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-AC	103	26	304	0.340	103	0.5	0.5	17.902	C
C-AB	8	2	675	0.012	8	0.0	0.0	5.398	A
C-A	293	73			293				
A-B	401	100			401				
A-C	525	131			525				

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-AC	85	21	343	0.247	85	0.5	0.3	14.012	B
C-AB	6	1	676	0.008	6	0.0	0.0	5.382	A
C-A	240	60			240				
A-B	327	82			327				
A-C	429	107			429				

18:15 - 18:30

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-AC	71	18	370	0.191	71	0.3	0.2	12.042	B
C-AB	4	1	679	0.006	4	0.0	0.0	5.345	A
C-A	201	50			201				
A-B	274	69			274				
A-C	359	90			359				